

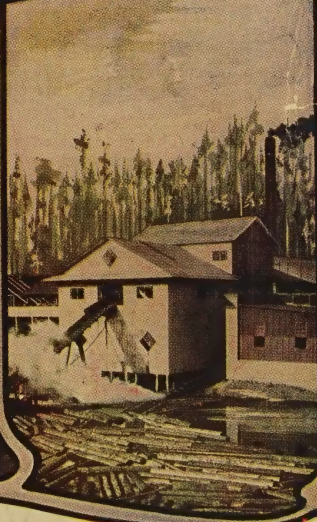
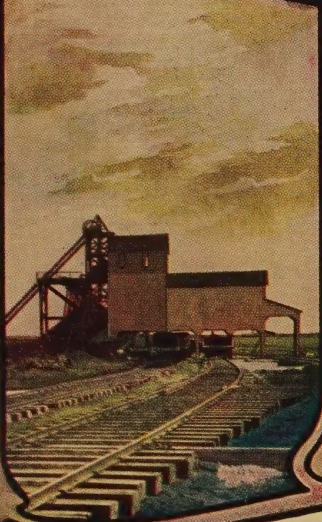
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K.C.S. CURRENT EVENTS

AN
INDUSTRIAL AND AGRICULTURAL
MAGAZINE



PUBLISHED QUARTERLY BY
THE KANSAS CITY SOUTHERN
RAILWAY COMPANY

J. F. HOLDEN, VICE-PRESIDENT
S. G. WARNER, GEN. PASS'R. & TKT. AGT.
WM. NICHOLSON, IMMIGR. AGT.
KANSAS CITY, MO.

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Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production of forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

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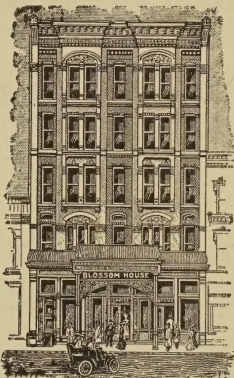
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HOMESEEEKER'S ROUND TRIP TICKETS

To points on the K. C. S. Ry., and return, limited to twenty-five days, are on sale at very low rates, on the first and third Tuesdays of each month, from points in Illinois, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Kansas and Missouri, while from points east of Illinois, the rates are slightly higher.

Stop-overs on round trip homeseeker's tickets to points south of Grandview, Mo., will be allowed both going and return trip.

For rates, address S. G. Warner, G. P. A., Kansas City, Mo.

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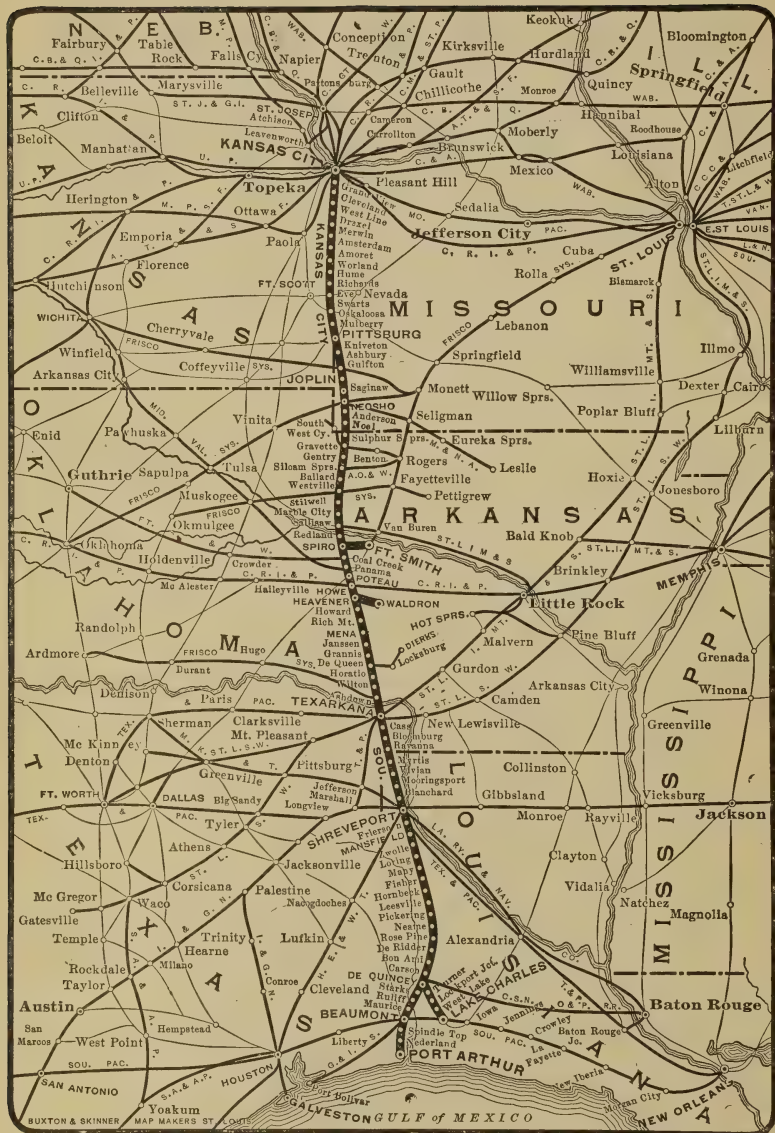
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

The Present Status of the Inter-Coastal Canal

In the earlier years of the Republic water transportation was of necessity the prevailing mode of maintaining traffic between distinct points. It was necessarily cumbersome, slow and tedious. The settlement of the country followed the lines of water communication and the growing cities of the day were on the rivers of the interior. For the traffic that then existed the facilities afforded by water transportation were probably adequate. The development of railroad transportation in later years made available large areas previously unoccupied, and created numerous trade centers distant from the rivers, and these gradually cut off much of the trade of the river towns. The more rapid and easy railroad transportation in time absorbed nearly all the transportation business there was. River navigation in many localities became extinct and what managed to survive in 1900 was not 10 per cent of the traffic which existed in 1870.

The development of the country has apparently caught up with the railway facilities provided, if the various measures submitted to Congress for improving the existing waterways and providing new lines of canals along the Atlantic and Gulf Coast and between the Great Lakes and the Gulf are any indications of a popular desire. The undertaking of the construction of the Panama Canal by the government apparently has stimulated in various sections of the country the desire for more extensive inland water communication, and of the several plans laid before Congress the following are perhaps the more important:

The Atlantic and Mexican Gulf coasts of the United States, from New York down to the east side of Florida Peninsula to the mouth of the Rio Grande, which is the boundary between Texas and Mexico, are skirted by islands, or studded with lakes and bays, which could be easily connected by navigable channels so as to furnish practically a land-locked waterway all the way from the New York metropolis to the border of Mexico through an extent of nearly two thousand miles. Much of this chain of waterways has already been connected, a

canal having been cut years ago through the peninsula, which separates the Delaware Bay from the Chesapeake. There is also a navigable channel from the waters of Hampton Roads through the Dismal Swamp into Elizabeth River and Albemarle Sound in North Carolina. It would be possible, if the Peninsula of Florida were cut through, to make an inter-coastal canal all the way from New York to the Mexican border, and a large part of the Mexican coast is so constituted that this canal could be greatly extended.

The inland waterways plan dates back to 1873, when the survey of the greater part of the route was made. Commencing with state conventions held in Victoria, Tex., in 1905, and Lake Charles, La., in 1906, the project seems to have taken on new life and it will, according to the present program, extend from the Mississippi River to the Rio Grande, a distance of 1,406 miles, and will cost \$4,000,000. In Louisiana numerous existing canals, lakes, rivers and bayous, extending over 300 miles, will be connected by this canal system, affording ingress and egress to thousands of acres of virgin country, and incidentally draining vast areas of fertile soil now covered with water. This waterway, Louisiana's part of the great inter-coastal canal, is partly completed, and the remainder is provided for by appropriations. Nearly 225 miles are already controlled by the government, and there remains but a narrow strip, from New Orleans to Morgan City, which is not government property. Flowing into and in sections forming part of the canal are more than 4,500 miles of waterways in Louisiana alone.

This waterway will tap an immense territory, rich in sugar, rice, cotton and commercial truck. The navigable mileage of the rivers and bayous flowing into the canal in Louisiana are the Bayou des Allemandes, 75 miles; Bayou La Fourche, 318 miles; Bayou Beauf, 11 miles; Atchafalaya River, 218 miles; Bayou Teche, 91 miles; Vermilion River, 41 miles; Mermentau River, 125 miles, and Sabine River, 387 miles. Bordering on these are numerous towns and cities

which will be connected with each other, with New Orleans, Port Arthur, Beaumont and all intervening territory. From Morgan City to New Orleans the existing canal will be enlarged when government right-of-way has been secured. From Morgan City to Vermilion Bay the work is provided for by appropriations; from Vermilion Bay to Mermonteau River, passing through White Lake, a canal five feet deep and forty feet bottom width has been completed; from Mermonteau River to Calcasieu River the work is yet to be done, and \$100,000 is available; for the work from Calcasieu River to the Sabine River on the Texas state line an appropriation has been provided.

In Texas the canal will extend as at present outlined through the land from the Neches River to Galveston Bay, thence via Matagorda Bay, Corpus Christi Bay, Laguna Madre Bay to the mouth of the Rio Grande.

Light draft vessels, which could not live on the Gulf of Mexico, will be able to traverse this canal its entire length as well as enter the tributary streams without damage. Stretches of this canal are being navigated now, but it cannot be used to its greatest advantage until connected up with the Mississippi River and its tributaries, which will enable light draft boats from Pittsburg, St. Louis and other points to reach the Rio Grande.

This work is just at its beginning point and much of the canal passes through territory now unproductive, but which will become productive after its completion, as at present contemplated. The coming generation of residents along the canal will see to its enlargement and extension eastward to the Atlantic Coast. The Port Arthur Canal, 26 feet deep and 7 miles long was constructed by the Kansas City Southern Railway to provide a safe harbor for the terminus of that railway. Since then, the Sabine-Neches Canal, 12 feet deep, was constructed through the land to the mouths of these rivers, and at present it is being dredged to a depth of 25 feet to enable seagoing vessels to reach Beaumont and Orange in Texas.

In view of the project outlined above, it is of interest to note that a similar movement is under consideration in reference to connecting the Mississippi River and the Great Lakes. The board of directors of the Chicago Commercial Association, who have studied the proposition for several months,

have unanimously reported in favor of a navigable waterway which will give a direct route for vessels of considerable size from Lake Michigan to the Mississippi River and thence southward to the sea.

The famous Chicago Drainage Canal, by which the flow of a large body of water is established from Lake Michigan through the Desplaines and Illinois Rivers to the Mississippi, is to be the beginning of the route. This canal was constructed by the City of Chicago at a cost of \$50,000,000, to carry the drainage and sewerage of that city away from the lake and into the Illinois River, which is a tributary of the Mississippi. The canal, from Lake Michigan to Lockport, where the Desplaines River is reached, is 33 miles long, averages a width of 200 feet, carries 300,000 cubic feet of water per minute with a minimum water depth of 22 feet.

Very considerable vessels can pass through it, and to make a sufficient connection with the Mississippi River there would be required work on the Illinois River estimated to cost about \$30,000,000. The Mississippi River is being improved by the Mississippi River Commission at the cost of the National Government, and in the course of time a clear and fairly deep channel will be secured for vessels all the way from St. Louis down. The distance from Chicago to the mouth of the Illinois River is 328 miles, of which the Chicago Canal gives a completed route for 33 miles, leaving 295 miles which the National Government is to be asked to build, the Chicago Canal to be turned over to the Federal authorities.

Such a water route would not only be of great value to Chicago, but to the entire upper Mississippi Valley. Moreover, it would enable the United States to move warships into and out of the Northern lakes without, as is now the case, having to pass through foreign territory.

It is not improbable that sooner or later, and as a matter of coast defense, as well as for commercial considerations, the National Government may undertake the construction of these waterways. They could carry vessels having 15 to 18 feet draught and be heavily armed and out of danger's way until they can be concentrated at the point where they are needed. When the system of practically inland waterways is available, it will be possible to go by boat from St. Louis to New York by way of Chicago, Buf-

falo and Albany, or to the coast of Maine by way of St. Lawrence River, or from Chikako to New York by way of New Orleans, the Gulf ports, Florida and the Atlantic ports, or from New York to the mouth of the Rio Grande and to its head of naviga-

tion, the entire voyage being made within land locked bays, lakes, rivers and canals, all some distance from the open sea. Should the Mexican Government likewise conclude to construct canals, this voyage could be extended to Tampico or Vera Cruz.

An Idyl in Black and White

F. E. ROESLER

My friend, Moses Isaac Eisenstein, has been a good customer of ours for many years, and so it came about that once every autumn I paid him a visit, and incidentally sold him a bill of goods. He was prompt pay, a close trader, and well worth cultivating. He is best described as portly, jovial, good natured, decidedly Jewish in appearance and speech. His store was in the pine regions of Northeastern Texas, not far from the Louisiana line, where the principal business was lumbering, the handling of cotton and plantation supplies, and where there was a numerous negro population.

As I entered his store one warm Saturday afternoon, he was just paying some seventy odd dollars to an old, gray-haired, powerfully built negro, and saying to him:

"Now, Junius, you just remember that I am paying you thirty cents a pound for that cotton. Last year and the year before that you did not raise a pound, and I furnished you \$450.00 worth of supplies. I knocked off the account of the last two years, and your receipt says 'paid in full to date.' I did this on account of old times, and you are the only nigger I don't have a written contract with. Give my regards to the old woman."

"De Lawd will bless you for dis, Marse Mose, and——"

"Get out, you old spavined nigger. Good-bye. Hurry up, your horses will run away."

Junius tried to say something more, but as Eisenstein threatened to crack his head with a can of preserves he had seized from the counter, the negro shuffled down the steps to his wagon.

Eisenstein espied and at once invited me, as usual, to his back office. "Hello, Carlson, I am mighty glad to see you. I want a whole lot of stuff, and you come in just handy. Before I tell you what I want, come back here and look at my new fire extinguisher, with all modern improvements."

I examined the fire extinguisher. It was decidedly useful on a hot day, though it would hardly bring about a reduction in insurance rates. It was simply a big barrel with a ten-gallon crock inside, arranged to serve as a water cooler. On one side was a nail, from which a dozen or more strands of twine led to the ice cold water. On the end of each strand, securely fastened with a slip knot, was a pint bottle of beer. This was the fire extinguisher and the latest improvements consisted of a hat box in which there was an Edam cheese and a package of crackers. I did not fail to pronounce it an excellent invention, and on this inspection, we reduced the number of strands by four. Our business was soon concluded, and I secured from him a very satisfactory order. By agreement we met again after supper at the hotel for the purpose of playing our annual game of dominoes. After the game we selected a cool spot on the hotel veranda and chatted about various things. Finally I remarked to him:

"You must have known that old colored man a long time to be as liberal with him as you have been."

Eisenstein was in a reminiscent mood and I learned much of his character that I did not suspect before. The account of his experiences in the original dialect was rich and entertaining, but difficult to reproduce.

"Yes, Carlson, that is so. Junius was the first nigger I became personally acquainted with when I came to America. I landed at New Orleans in 1856. I had just come from Germany and spoke no English. What I know of it now I learned there and you will notice that my speech has the New Orleans accent. I have never been able to shake it off entirely. New Orleans was different then from what it is now. I arrived there five years before the Civil War broke out. I found employment in a wholesale produce store on Tchoupitoulas street, not very far from the river. Those were the days of the

steamboat, and there were a hundred boats on the river then to where there is one now. Our house dealt principally in eggs, butter, cheese and perishable produce. The cheese was made somewhere in Ohio, and I have not seen its like since the war. • It was almost strong enough to walk, but was brought to New Orleans by boat. The packages were in the form of grindstones. Some of these cheeses were as large as a wagon wheel and from ten inches to a foot thick. The rind was fully a half inch thick and tough as leather. When the retailer wanted to break into one, he cut out a triangular piece with a handsaw, and after that he used an extra heavy knife. In the wholesale stores they were piled one on top of the other as were grindstones. If the weather was not too damp, they would keep from six months to a year; but, sometimes, the cheese at the bottom of the pile would decay. The thick rind would keep the rotten part in place even if the inside was as soft as molasses.

"There were two porters in the store, both strong and stupid as oxen. They were African importations. Junius was one of these darkies; now he is the Reverend David Williamson of the Baptist Church. At the close of the war, every negro in New Orleans changed his name and that is why he is now David Williamson to all the world except myself. The other darkey was Scipio, who is now dead or in the penitentiary.

"Those two negroes were always quarreling, and would often fight it out by butting each other with their heads. Did you ever see a couple of rams fight? Well, they did their fighting the same way. There were plenty of others who did the same thing, but I never saw any of them. They quit that kind of fighting when they became Mister Williamson and Mister Hawkins, with the accent on the 'Mister.'

"I often feel like laughing when I think of the last battle those two niggers fought. We had come to the bottom of a pile of cheeses. The last one, about four feet in diameter and nearly a foot thick, was rotten in the center. The old man was thinking of how to dispose of it when he heard Scipio and Junius butting each other in the rear of the store. He suddenly began to grin and then called out: 'Junius, you black rascal, come here.' Junius shuffled up. 'What are you fighting about again? If you don't look out, I'll tan your skin with a rawhide. I'm getting tired of this.' And the old man looked hard at him for a few seconds. 'See that cheese?' If you can but your head through it in one run you can have half of it. You can try it when we close up. If you say a

word about it to anybody, you'll get a licking. Now, clear out!'

"Scipio was called a little later and received the same information.

"At about five o'clock in the evening, the bookkeeper and I carefully rolled the cheese on top of a soap box placed in the door leading to the store room. It was set on edge across the door and we feared every moment that the center would fall out, but it didn't. Junius was in the store room and Scipio on the other side of the door, neither knowing that the other was his competitor, nor, indeed, that there was one opposite him.

"When the old man gave the signal, those two niggers made the run and plunged, head foremost, into that cheese. Junius' head and shoulders were just coming through when Scipio's heels disappeared. The big cheese burst apart, and there was a gaudy pair of niggers on the floor, engaged in digging the semi-liquid cheese out of their eyes, noses and ears. They looked like men who had fallen into a hoghead of yellow molasses, but they did not smell nearly so sweet. As soon as they could see, they made tracks to the river for a bath. They got about fifty pounds each of good cheese which they sold to other negroes. I never heard of their butting each other again.

"When Farragut and his fleet came up the river, the old man took Junius and Scipio with him to Texas and before long they were free. I came here in 1872, and the first man I saw at the station was that nigger, Junius. He was working a cotton patch on shares. I opened a small store here and was doing pretty well, when the yellow fever broke out in Shreveport. It came to this place and I caught it good and plenty. All the preachers and doctors had run away except the Catholic priest, who died about a month after I caught the fever. That priest and Junius nursed me night and day until I began to recover. I never understood until then why a Catholic will stand by his church through thick and thin. I understand it now, and I take my hat off to the priest and nun of the Catholic church. I tell you, Carlson, it was a horrible time. You could greet your neighbor on the street in the morning, hear that he was sick at noon, and help bury him the next morning. All who had money fled from the fever; but the man who stayed was the Catholic priest, and when he died, there came another with three nuns, asked no questions as to religion, and nursed Protestant, Jew and Catholic alike. In Shreveport I think there are buried ten priests and more than twenty nuns who came here to nurse the sick. When the priest thought that my time had come,

he said to me: 'Moses, make your peace with God as you have been taught to do, and I will pray for you.'

"Junius and I nursed that priest when he became ill, but we could not save him. He was too weak from nursing others, and a good man was lost. Carlson, I am sure that there wouldn't have been any Moses Eisenstein here today but for that poor priest and Junius. The priest is where he needs no human help, but Junius is not very thrifty, so once in a while I pay him a little life insurance premium on a policy long since paid.

"That epidemic made a serious man out of a fool nigger. He once told me that the Lord didn't take the niggers because they were not worth having, and the devil did not take them because he could lay his hands on them at any time. One day Junius took religion and with him it was worse than a case of yellow fever. He suddenly found out that he was elected to be a preacher, and then my trouble began. He wanted to learn to read and write, and for a year or more he was in my office every Wednesday night and all day Sunday—when I wanted to go fishing. Well, I taught him to read and write and went through the New Testament with him, as well as the old. It was a hard job for an old orthodox Jew to become a professor of theology for a Baptist preacher, but I did it, and, say, Carlson, if I wasn't an old Jew bachelor, I would be a Christian. Junius, now the Reverend David Williamson, the first, last and only graduate from Moses Eisenstein's Theological Seminary, has the largest congregation in the county—and every member of it buys his goods at Eisenstein's.

"I can say that old Junius has done much good. I have not lost one hundred dollars in five years by the members of his congregation. There are not one-fourth as many niggers in jail as there used to be, and there is little drinking, gambling and loafing about town.

"Now, it wasn't easy for the Rev. David Williamson in the beginning. I went bail for him about a dozen times for thrashing worthless niggers, but neither he nor I ever paid any fines. That bull neck and those big fists would command respect for law, order and religion, when persuasion wouldn't, and the court always held up those

fists when it came to the question of taking the kinks out of a bad nigger.

"Only once did I feel that I had a grievance against Junius. It was at the big baptizing at Bear Creek, where I went with the rest of the town. We were all on the other side of the creek. Junius had half drowned five or six in the muddy water, when he caught sight of me, and the first thing I knew he was calling: 'Come here, Moses Eisenstein, and be baptized in the name of the Father, the Son and the Holy Ghost; come now; it's late and the Master is waiting long for you.' I cleared out, but I did not hear the last of that for five or six years. Junius was excited and very much in earnest, but I didn't thank him for it. The idea, of baptizing me, an orthodox Jew, into a negro congregation."

"About ten years ago when he was nearly sixty years old, he got married, and about ten miles from here there is one little pitch black nigger whose name is Moses, another one whose name is Isaac, though he is a girl, and a third whose name is Eisenstein. That black trinity costs me from \$25.00 to \$30.00 every Christmas, and when the old man gets into the hole, I have to help him out. But that is all right. I'm just an old bachelor, have no relatives that I know of, don't owe anybody anything, and can afford it once in a while. Just before you came in, I showed my fire extinguisher to Junius and that old nigger let loose on me in fine style. He said that every one of the strings tied to the nail in the barrel was a telephone direct to hell, and that the devil held the other end. Now, you can see, with all the theological training I gave him he can't yet distinguish the difference between the devil and a bottle of beer. Father Murphy and I play a game of dominoes once every week, but I don't know what Junius would say if I proposed such a thing to him.

"I have been here twenty-two years. Next year I think I will quit business, take a trip to Europe and take life easy."

His plans were not realized. He died in harness. During his lifetime he had provided for his black namesakes, paid off the mortgage on Junius' farm, made a liberal cash donation to Father Murphy, paid his clerk a year's salary in advance, and left the residue of his estate to be fought over by a horde of Eisensteins of whom he had never heard during his lifetime.



K. C. S. EXHIBIT AT LAND SHOW, CHICAGO, ILL.

The Kansas City Southern Railway Displays of Resources Found on the Line

The Kansas City Southern Railway company keeps on permanent display at Kansas City, Mo., and Mena, Ark., a collection of the resources of the country traversed by its line of railway. The collection or exhibit consists in the main of agricultural, horticultural, forest and mineral products, arranged in such way that they can easily be inspected. The fruits grown in Southwestern Missouri, Western Arkansas, Eastern Oklahoma, Louisiana and Texas are preserved in several hundred glass jars, and once preserved can be exhibited out of season, keeping in good condition from one season to another. All commercial varieties are represented. Most of the apples come from Southwest Missouri, Northwest and Southwest Arkansas, the peaches from Southwest Arkansas this year, grapes, plums, pears, etc., from all states on the

line, berries from Southwest Missouri and Northwest Arkansas, figs, oranges, grapefruit from Louisiana and Texas. When displays are made at state fairs the fresh fruit is exhibited if in season. All the vegetables common to the Kansas City Southern country are also preserved and form part of the display, as most varieties are commercial and shipped from various localities in carloads to the great Northern cities in the earlier part of the year. This traffic amounts to several thousand carloads in the course of the season.

The forage and grain collection includes all field crops except root crops and consist of corn, wheat, rye, flax, alfalfa, oats, cowpeas, peanuts, the various sorghums, kaffir corn, milo maize, Egyptian corn, barley, tobacco, cotton, rice, sugar cane and broom corn. With the exception of cotton,

rice and sugar cane, all of these crops are grown the entire length of the Kansas City Southern railway. Cotton is grown from the North Arkansas line southward to the Gulf; rice culture is confined to the prairie lands near the Gulf coast and sugar cane is a common crop in Southern Texas and in Louisiana.

The mineral display contains lead and zinc ores from the Joplin mining district, which has an annual output valued at about fourteen to sixteen million dollars; similar ores from Polk and Sevier counties, Ark., where mines are being developed; manganese from Polk County, Ark.; iron ore from Polk County, Ark., and Cass County, Texas; antimony ores from Sevier County, Ark.; glass sands from Cass County, Texas; kaolin from Pike County, Ark., used for making fine porcelain ware and also used as Fuller's earth for purifying petroleum; chalk from the White Cliffs in Little River County, a splendid raw material for the manufacture of Portland cement; coal from the Cherokee-Pittsburg district and from the Fort Smith-Oklahoma fields; lignite from the fields in Southern Arkansas and North Louisiana; peridotite, in which the diamonds are found, from Pike County, Ark. Other mineral raw materials and manufactured products are also contained in this display, which covers most of the mineral products found in the country traversed by the Kansas City Southern railway.

During each year this collection is ex-

hibited at several fairs and expositions and is inspected by many thousands of people. During the season of 1912 it was exhibited at the state fair at Lincoln, Neb., at the state fair in Hutchinson, Kans., at the Corn carnival at Atchison, Kans., at the Royal Live Stock Show in Kansas City, Mo., at the Louisiana State Fair, Shreveport, La., and will wind up its migrations at the East Texas Fair in Beaumont, Texas, November 25 to November 30, 1912. Before it returns to its home base nearly three-quarters of a million people will have inspected it and a large number of people will have learned some things about the country along the Kansas City Southern railway which they did not know before.

Exhibits are annually made at three to six state fairs in various parts of the country and good opportunity is provided for making many people familiar with the resources of the country. There is always a good demand for printed information and the same is liberally supplied when requested, together with such verbal information as may be desired by the visitor.

The permanent displays at the Real Estate exchange in the New York Life building in Kansas City and at the railway passenger station in Mena, Ark., are visited by hundreds of people passing through these places on their way south and give the visitors a clearer conception of the country they are traveling in than they would otherwise have.

The City of Texarkana, Ark-Tex.

The "Twin Cities" of Texarkana, consist of Texarkana, Miller County, Arkansas, and Texarkana, Bowie County, Texas, two separate municipal governments, but commercially and socially one city divided into two parts by the state line separating Arkansas and Texas. The city is thirty-five years old and has a population of 18,000 to 20,000 within the legal city limits and five or six thousand more in the immediate suburbs. Each city has a United States Court in a separate federal building.

At the close of the year 1910, the "Twin Cities" had a fine waterworks system, 15 miles of street car tracks, 25 miles of concrete sidewalks, 15 miles of gravelled or brick paved streets, three national banks, two trust companies and savings banks, one

state bank, one private bank, two daily newspapers, two grain elevators, fifteen school buildings with sixty-seven teachers and 3,939 pupils, two Catholic parochial schools, two private schools, two business colleges, twenty-three churches, three fire department stations under a common chief, three large hotels, eight hotels of medium capacity, twenty-five boarding houses, four wholesale grocers, two wholesale produce dealers, sixty-three miles of railroad track within the corporate limits, one railroad hospital, thirty-nine passenger trains and eighty-eight freight trains in and out daily, etc., etc. The number of railway men employed in and about Texarkana is 1,069, with a monthly pay-roll approximating \$60,000. The industrial enterprises number thirty-



CONCRETE RESIDENCE ON TEXARKANA FRUIT FARM.

five, and employ eleven hundred men, with a pay-roll of \$53,082 per month. Among these are a medicine company employing 10 persons; two ice cream companies, with 23 men; a mattress manufacturing company, 10 men; ice company, 40 men; grain company, 20 men; furniture manufacturing company, 60 men; clay products company, 15 men; two lumber companies, 43 men; a candy manufacturing company, 20 men; a casket manufacturing company, 60 men; a shingle mill, 3 men; two cotton seed oil and fertilizer companies, 110 men; cooperage company, 240 men; two novelty works, 48 men; sheet metal factory, 16 men; wagon manufacturing company, 8 men; marble works, 3 men; three brick manufacturing plants, 25 men; a milling and grain company, 7 men; steam engine works, 6 men; iron works, 5 men; boiler and machine company; 3 men; foundry, 5 men; two bottling works, 18 men; cigar factory, 6 men; two creosoting companies and the Post Pipe Company, 275 men.

During the year 1911 the following named factories were added to the foregoing list: The Commercial Acid Co., capital stock \$40,000; Lea Planing Company, \$10,000; Williams-Hubbard Peanut Co., \$30,000; Aetna

Sash & Door Company, \$5,000; Land Milling Company, \$50,000; Texarkana Elevator Co., \$5,000; total, \$140,000. The municipal expenditures were as follows: Improved sewerage, \$12,000; street paving, \$105,000; fire department improvement, \$8,000. The Texarkana Gas, Electric Light & Street Car Company made improvements valued at \$300,000. The industrial and commercial buildings erected during the year cost \$149,000 and \$100,000 was expended for new dwellings.

Twenty-nine new firms opened up for business in the course of the year. The material wealth added to Texarkana in the years 1910 and 1911 is as follows: New firms, approximately, \$153,000; new factories, capitalized \$140,000; municipal improvements, \$172,000; water corporation, \$50,000; Street Car, Gas and Electric Co., improvements, \$300,000; buildings and additions, \$249,000; under construction, \$717,000; total, \$1,741,000.

Extensive and costly improvements were made during 1912 and among these are 120 dwellings, costing \$240,000; 3 new stores and 8 new store fronts, \$140,000; 3 new factory buildings, \$120,000; 4 hotels remodeled,

\$36,000; 2 new warehouses, \$15,000; 2 cold storage houses, \$20,000; government building completed, \$150,000; one high school and 2 district schools, \$130,000; 5 miles of water mains and 42 fire hydrants, \$50,000; putting telephone wires under ground, \$15,000; 4 miles of new street car tracks, 8 new cars, \$150,000; sewerage improvement, \$70,000; street improvement, \$75,000; Oak street viaduct begun, \$200,000; St. L. I. M. & S. Ry. freight depot, \$75,000; contract let for Texarkana National Bank Bldg., \$200,000.

The new factories established or enlarged during 1912, were the Texarkana Casket Co., coffins, capital \$20,000; Tennison Bros., sheet metal, \$20,000; Farmers Cotton Oil & Fertilizer Co., \$30,000; Gulf Cooperage Co., barrels, \$30,000; Texarkana Pipe Company, sewer pipe, \$20,000; Hutchinson Medicine Co., \$10,000; Barnes Machinery Co., \$15,000; Texas Mop & Handle Co., brooms, \$10,000; Carmichael Cream Co., ice cream, \$50,000. One hundred and thirty workmen are employed in the new enterprises.

In the adjacent country the construction of the Miller County levee, forty-seven miles

long, has been about half completed. This levee will reclaim and protect 137,000 acres of rich, Red River bottom land from overflow, and will cost \$300,000. This levee is to be extended into Bowie County, Texas, at a cost of \$60,000. The land reclaimed will produce from a bale to a bale and a half of cotton per acre.

The city is provided with a practically inexhaustible supply of natural gas, which is supplied for household use at 24 cents per 1,000 cubic feet, and for large manufacturing plants, for 10 cents per 1,000 cubic feet.

Eight lines of railroads enter the city and six of these have their terminals here. Every acre of land in Miller and Bowie counties is within ten miles of two or more railroad stations.

Texarkana has magnificent systems of graded and high schools in school buildings costing from \$12,000 to \$225,000, and the church buildings range in value from \$10,000 to \$60,000.

The business part of Texarkana consists of substantial brick buildings, of which a large number have been entirely rebuilt in



COUNTRY ROAD NEAR TEXARKANA, ARK.-TEX.



CATFISH FROM STREAMS NEAR
TEXARKANA.

the last five or six years. The residence portion is very attractive and has hundreds of beautiful homes built of wood. Nearly every dwelling has ample yard room and nearly all of them have lawns of Bermuda grass, with flower beds and attractive shrubbery.

The climate is healthful and the summer temperature from May to September is 65 to 80 degrees Fahrenheit at night and 80 to 95 degrees at mid-day, sometimes going up to 98 degrees. The winter temperature, December 15th to February 15th, is 35 to 50 degrees at night and 50 to 65 degrees at mid-day, rarely going down to 20 degrees above. The annual rainfall is about fifty inches.

The Country Surrounding Texarkana.

The character of the lands surrounding the city is upland, light, sandy loam, just rolling enough to drain well; good for general farming and grazing, and excellent for fruit and vegetables grown commercially for the early northern markets. The prevailing timber is pine, white and red oak, hickory, ash, gum, cedar, cottonwood, etc.,

etc. The bottom lands, some miles distant, lie along Red and Sulphur Fork rivers, the valleys of which are from five to eight miles wide. This bottom is very fertile and produces splendid crops of corn, alfalfa, cotton, sugar cane for syrup, and forage crops of all kinds. In places some of the bottom lands were subject to overflow once in six to twelve years, but the construction of the Miller and Bowie County levees will entirely obviate any damage to crops from future overflows.

Corn and cotton are the great staple crops. The yield of cotton is from half a bale to a bale and a half, and that of corn from thirty to sixty bushels per acre. All the forages common to the country are grown here and do as well here as elsewhere. Bermuda grass yields from two to three tons per acre; cowpeas, which are sown broadcast after corn, oats or other summer crops, make from three to four tons to the acre. The native grasses afford good pasturage, and in the creek bottoms is an abundant growth of switch cane which makes good winter pasturage. Alfalfa is more or less extensively grown and brings from \$18 to \$20 a ton. There is this to be said about alfalfa: It can be grown on \$15 to \$30 land, and brings more money per ton and per acre, than it does on irrigated land valued at \$100 to \$250 per acre. The local production of Irish potatoes is about 450 to 460 carloads of which 200 to 220 are shipped to northern markets. The average price obtained during the last five years has been 75 cents per bushel. The usual time for planting is from February 1st to 20th, the harvest in June and July. The crop is generally made in four months and the average production about 80 bushels per acre. The same ground is then replanted in sweet potatoes, peanuts, peas, corn or a fall crop of Irish potatoes. The sweet potato or yam, yields from 200 to 250 bushels to the acre, is rich in sugar content and always in demand. The peanut is one of the big "pay crops," being especially adapted to sandy soils. The hay crop averages one to one and a half tons to the acre and the nuts from forty to fifty bushels to the acre. The peanut factories in Texarkana and Shreveport will contract for peanuts every year. Tomatoes mature in September and last until frost. They usually bring a revenue of \$100 to \$200 per acre.

The Country for Hogs and Cattle.

Where so many forage crops can be grown, where the winters are short and pasturage season long, meat can be produced probably more cheaply than anywhere else in the United States. Hogs run upon

the mast until nearly Christmas and cattle require but little feeding during the winter months. There is Bermuda, sorghum and grain to finish the hog, and Bermuda grass and cotton seed meal to finish the beef steer at a minimum expense. The raising of hogs is a lucrative business of the farmer.

Just outside of the City of Texarkana is the Lakeside Poultry Farm, established about five years ago and owned by T. L. L. Temple. There are 40 acres in this ranch, beautiful hill side slopes overlooking a sylvan lake. The equipment includes extensive breeding pens, brooder houses and incubating plants, all constructed along the most modern plans. At present the farm has about 3,500 thoroughbred White Leg-horns, Rhode Island Reds, Black Orpingtons and White Wyandottes. Chickens from these pens have won many prizes at poultry shows all over the country, and breeding stock and eggs are shipped into nearly every state.

As to how far the local agricultural conditions appeal to the homeseeker may be learned from the fact that 125 new families,

500 persons in all, settled in the vicinity of Texarkana during 1911-12; that the new settlers purchased 2,500 acres and opened up 150 farms, expending \$50,000 on improvements. The total acreage of new land put in cultivation by the residents and new comers was 5,000 acres.

The secretary of the Texarkana Board of Trade, who is also secretary of the Texarkana Fruit and Truck Growers' Association, has collected a number of statements made by local farmers concerning the results obtained from their farming operations. For the benefit of those interested the statements are herewith published, as they show how the results were obtained:

Current Events, Kansas City.

Dear Sirs:

Mr. Chas. Brunner came to Texarkana from Hillsboro, Hill County, Texas, eighteen (18) months ago. Bought him a fifty (50) acre farm in the suburbs of Texarkana, and at once commenced to plant out a vineyard.



RE-ICING FRUIT AND TRUCK TRAINS, TEXARKANA, ARK.-TEX.



HAULING ALFALFA, TEXARKANA, ARK.-TEX.

Mr. Brunner is a practical grape man. I was at his place yesterday and it seems incredible what this man has accomplished with his twelve-year-old boy. He has one of the prettiest vineyards in this section of the country, consisting of 2,000 vines. Some varieties averaged five baskets to the vine this year, which were readily sold in Texarkana at 25 cents a four-pound basket.

Mr. Brunner expects, when his vineyard is in full bearing at four years old, to obtain four times this quantity of grapes to the acre. He is experimenting with twenty-five (25) different varieties with the view of organizing a company for the manufacture of sterilized grape juice. He also is a practical wine maker and says that this is an ideal grape country, judging by the many different specimens of wild grapes growing in this section. All the varieties, so far tested, proved to be successful. The site he selected for the vineyard is a south exposure, and has the poorest soil on the whole farm. It would not produce over fifteen (15) bushels of corn to the acre. Mr. Brunner has not used any fertilizer on his vines, but expects to do so after the fourth year when a full crop of grapes has been taken off. After the vineyard was laid out, he at once planted

Irish potatoes between the rows, making a good crop of potatoes, which he sold early on the Texarkana market at \$1.50 a bushel. As soon as the crop was gathered, he planted peanuts. He cut the tops for hay to be fed to the stock during the winter, and only gathered enough peanuts to be used for seed the coming year; the rest he let his hogs gather, which will fatten and make better meat than anything he ever tried. After the vines come into full bearing nothing will be grown in the vineyard except wheat or oats sown in the fall as a cover crop, and turned under in the spring for fertilizer.

Mr. Brunner is going to plant additional vines every year until the whole place is one vineyard. He paid \$1,500.00 for the farm, and no money could buy him out. Himself and family like this country better than any other they have ever seen, and his neighbors are the best hearted folks they ever met.

I am enclosing you some photographs of Mr. Brunner's vineyard. The one vine showing the grapes was planted March 1, 1911. Picture taken August 1, 1912.

V. E. BURON, Sec'y,
Texarkana Board of Trade.

Mr. E. F. Wilson planted two (2) acres of Irish potatoes February 1, 1911 (and he claims that the stand was very poor on account of the weather conditions), but he dug 100 bushels to the acre and realized in the early market in Texarkana \$1.25 per bushel, an income of \$125.00 per acre.

He replanted these same two acres June 1st in sweet potatoes and dug 150 bushels to the acre and put them on the market October 25th to the 30th and sold them under contract to Messrs. Sanders Bros., wholesale grocers of this city at \$1.40 per bushel, yielding \$210.00 per acre. This will bring the total per acre on these two acres, \$335.00.

He used no fertilizer but applied intense cultivation, as he claims that this is far superior to fertilizing.

Affidavits can be procured both from Mr. Wilson and the buyers, Messrs. Sanders Bros. of Texarkana, if any doubt this statement.

Note. I spoke to Mr. Eugene Sanders, president of the Sanders Brothers, and asked him if the statement of Mr. Wilson was correct and after reading it over he said that Mr. Wilson was mistaken as to the price of the sweet potatoes, that he paid him as it

was, \$1.60 per bushel instead of \$1.40. This will add to this one acre yield \$365.00.

Your friend,

V. E. BURON.

Mr. E. F. Wilson's farm is two (2) miles west of the union station, Texarkana. His farm consists of 130 acres, but two (2) acres of this he uses principally to demonstrate his diversified crops, to plant fruits, berries and small truck.

He has natural gas, an independent sewerage system, and is, in fact, a very prosperous farmer. He planted four (4) acres of oats October 1st, harvested them May 1st, and obtained sixty (60) bushels to the acre and sold them for 70 cents per bushel, yielding a money return of \$42.00.

He replanted these four acres in Whippoorwill peas June 1st and harvested them September, and harvested 2 tons of hay per acre which he sold at \$12.50; total, \$25.00, making a total of \$67.00 per acre.

He planted the same four acres October 1st with Texas Rust Proof oats. He realized up to today, August 10th, \$67.00, and has an additional crop growing on the land. This will make three crops on the same land a year. He did not use any fertilizer on this land. TEXARKANA BOARD OF TRADE.



BRUNNER'S VINEYARD, TEXARKANA, ARK.-TEX.



BRUNNER'S VINEYARD, TEXARKANA, TEX.

Mr. S. D. Crumpton's farm is five miles west of Texarkana, postoffice, Nash, Texas. Has 118 acres, 100 in cultivation.

Mr. Crumpton planted March 15th one-half acre in seed onions, called the Prize Takers. These were planted on the poorest land on his farm and it was his first experience, as he had never raised onions prior to this experiment. He harvested these onions August 15th and dug 125 bushels. He sold them for from 75 cents to \$1.00 per bushel and realized \$100.00 on this half acre.

He planted turnips on this half acre August 20th and expects to realize at least \$75.00. This will total him per half acre, \$175.00, or \$350.00 per acre.

He has done so well on this half acre that he will plant two acres in the same kind of onions next year. Mr. Crumpton brought in to the board of trade 24 onions none of which weighed less than one pound and three of them weighed one and a half pounds. They are on exhibition at the board of trade exhibition room at present, August 25, 1912. He used 400 pounds of commercial fertilizer.

Season of 1910.

Mr. Joseph Wolk in 1910 planted one acre

of tomatoes April 25th. Set out plants (from hot beds) and disposed of them on the Texarkana market during the month of June and realized \$200.00.

He replanted the same acre October 1st in turnips and harvested these turnips in December and realized \$90.00. Total money return per acre, \$290.00.

He used 400 pounds of fertilizer in 1910.

Season of 1911.

Mr. Joseph Wolk's farm is three miles east of Texarkana and consists of forty (40) acres.

Mr. Wolk planted two acres in Irish potatoes March 20, 1911, harvested them June 20th, made 110 bushels to the acre and readily disposed of them at \$1.60 per bushel at the home market. Money obtained for this crop, \$176.00.

He planted these two acres in prolific corn between the potatoes May 20th, harvested same September 25th and harvested 40 bushels to the acre, and sold them at 80 cents per bushel, or \$32.00.

He planted fall turnips on these two acres October 1st and marketed them December to April, realizing an income of \$50.00. Total

cash returns on this experiment per acre, \$258.00.

He used 300 pounds of fertilizer to the acre in 1911.

Season of 1912.

Mr. Jos. Wolk planted two acres of turnips January 10, 1912, harvested them March 20th and sold turnip greens from these two acres, realizing \$60.00.

He planted these two acres in Irish potatoes March 25th and harvested them August 1st. Dug 100 bushels to the acre and readily sold them at 90 cents per bushel, yielding in cash, \$90.00.

Planted June 10th in Black Eyed peas between the potato rows, which are now ready to harvest. He estimates that he will get 20 bushels of peas at \$2.00 per bushel, \$40.00; one ton of hay, \$12.50; cash income, \$52.50.

He is going to plant winter cabbage in seed August 20th. Will harvest his cabbage crop during December and from past experience, he expects to get \$100.00 per acre. He expects to cultivate the cabbage forty (40) days and plant turnip seeds between the cabbage rows.

This makes an extraordinary and incredible statement of a man making five crops on two acres of land. He expects to use only 500 pounds of fertilizer to the acre. I know Mr. Wolk personally and am willing to back up any statement that he makes, and he is willing to make an affidavit as to this statement if you so desire. He is one of the most prosperous farmers of this section.

Total per acre, \$302.50.

TEXARKANA BOARD OF TRADE.

JOHN MOORE.

1910.

Six Acres.

Planted in Irish potatoes six acres March 10, 1910. Harvested crop May 27th to June 5th. Dug 804 bushels off the six acres and sold them for 55 cents to \$1.10 per bushel, averaging 65 cents for the crop. Money yield on six acres, \$522.60. Per acre, 134 bushels at 65 cents (one acre), \$87.10.

Replanted 4 acres in fall Irish potatoes in July and dug in October, 325 bushels. Sold them for \$1.50; total, \$487.50.



PEAR BRANCH ON TEXARKANA FRUIT FARM.



HARVESTING WHEAT, LAKESIDE POULTRY FARM, TEXARKANA, ARK.

Replanted 2 acres in June corn; obtained 100 bushels and sold at \$1.00 per bushel. Total for the six acres, \$587.50. For one acre, \$98.00. Total income per acre, \$185.10.

Used 2,000 pounds cotton seed meal to the 6 acres; 333 pounds per acre.

This was done on land which three years ago was sold for \$15.00 per acre. Mr. Moore in the place of feeding his culls or No. 2 to his hogs, uses them for his seed and he claims the home grown seed makes one-third more than Northern seed per acre.

I certify that the above statement as to prices and yield is correct, as I handled them, acting as sales agent for the Texarkana Fruit and Truck Growers Assn.

V. E. BURON.

Season of 1911.

Mr. John Moore, who has a thirty-five (35) acre farm at Eylau, Texas, six miles west of Texarkana, Texas, planted two acres of potatoes March 1, 1911; harvested them June 10th; dug 100 bushels and disposed of them at 78 cents per bushel, which he sold for \$78.00.

He replanted these two acres in cotton May 10th and raised a bale to the acre. Sold it November 12th at \$10.25 per 100 pounds and each bale weighed 550 pounds, and sold

for \$56.40. He sold 40 bushels of seed at 50 cents, \$20.00. Total proceeds, \$154.40.

He used six loads of barnyard fertilizer on the two acres.

Season of 1912.

Mr. John Moore planted two acres of Irish potatoes February 15, 1912, harvested 80 bushels per acre June 5th and disposed of them at \$1.10 per bushel; total per acre, \$88.00.

He replanted these two acres in fall Irish potatoes August 15th and expects to harvest 80 bushels per acre about October 15th and will easily get \$1.50 per bushel, as he never sold any of his fall potatoes in the past four years for less than this amount. \$120.00; total income per acre, \$208.00.

Mr. J. T. Parker has forty (40) acres two and a half miles south of Texarkana on the Texas side.

He planted one acre of cabbage February 20th, 1912; harvested May 15th to July 10th and sold on the home market and realized \$100.00.

He planted, July 20th, in fall potatoes and harvested these November 15th, and

expects 75 bushels and to realize \$1.25 per bushel; \$90.00.

He expects to plant between these potatoes, turnips about September 15th; will harvest the greens between October 20th and November 15th. Will sell the greens in bunches until Christmas. He has no doubt whatever, judging from past experiences, of realizing \$100.00 on his turnip crop. This will net him on the acre, \$290.00.

He used 200 pounds of commercial fertilizer and 100 pounds of phosphate.

Mr. J. T. Parker planted one acre in potatoes February 14, 1912; harvested them July 10th; raised 103 bushels and sold them at \$1.10, securing an income of \$113.30.

He planted between the rows of these potatoes with cotton April 25th. Mr. Parker states positively that he will make one and a half bales to the acre and has sold all of his seed at \$2.00 per bushel. He expects to get 50 bushels, and states positively that he will get \$150.00 on this one acre, and this will yield him \$263.30.

Texarkana Fruit Farm, Mr. D. L. Davis, Manager.

Mr. Davis' farm is three miles north of Texarkana, Texas. He planted twenty-five acres in oats October 1, 1911. He harvested these May 10th and secured 3,000 pounds

of hay per acre, valued at \$22.00 per ton: total, \$33.00 per acre.

He replanted this same twenty-five acres in peas June 1, 1912, and expects to harvest these peas in September and will obtain 4,000 pounds of hay, which will readily sell for \$18.00, totaling \$36.00, making the money value in these acres, \$69.00.

Mr. Davis did not use any fertilizer and next year he will plant in peanuts and follow this acreage in corn, as he has built the land up in fertilizing by planting peas, followed by peanuts.

Mr. Davis planted two acres in Irish potatoes February 15th, harvested them May 15th; realized 100 bushels at \$1.00 per bushel; \$100.00.

He has now replanted the same two acres in fall Irish potatoes and expects to use considerable barnyard fertilizer and claims that he is positive of getting \$150.00 worth of fall Irish potatoes this year; \$150.00. Total per acre, \$250.00.

TEXARKANA BOARD OF TRADE.

Mr. G. W. Landers' farm is four miles south of Texarkana, Arkansas, R. F. D. No. 1.

Mr. Landers planted two acres in Tom Watson watermelons April 10th, marketing these melons on the streets of Texarkana July 10th to August 20th and realized \$80.00.



CORN FIELD, 127 BU. PER ACRE, TOMLINSON FARM, SHREVEPORT, LA.



SPANISH PEANUT CROP, D. REGAN'S FARM, TEXARKANA, ARK.-TEX.

He planted, May 15th, between the hills of these watermelons, peas, and will harvest them September and fully expects to realize \$25.00 to the acre, yielding him, per acre, \$105.00.

Mr. Landers has on exhibit in the Board of Trade rooms, four (4) watermelons, the smallest one is 50 pounds, and the largest, 69 pounds.

Mr. Hall's Record.

J. W. L. Hall, tax collector of Bowie County, planted one acre of onions from seed on his farm March 1st, harvested them July 26th. He dug 288 bushels and easily sold them at the home market for \$1.25 per bushel, yielding a revenue of \$360.00.

He replanted the land in turnips in December and dug 123 bushels and sold them at 75 cents per bushel, totaling him \$93.75.

This total income per acre, during the year 1911, was \$453.75.

Mr. Hall used 1,500 pounds of commercial fertilizer.

Mr. Kinnington's Results.

W. H. Kinnington of New Boston, Texas, has a farm four miles west of New Boston on the Texas & Pacific.

He planted, in 1911, an acre of turnips in September, harvested the same in 1912, dug 100 bushels and sold them at \$1 per bushel, yielding \$100.00; 300 pounds of seed at 22 cents per pound, \$66.00; total, \$166.00.

He replanted the same in cotton in May and has excellent prospects to raise a bale to the acre, estimating this bale of cotton at \$60.00, will total the yield with this acre \$266.00.

Mr. Kinnington used no fertilizer.

Auction Sale by Government of Indian Lands

DEPARTMENT OF THE INTERIOR,
Washington, D. C.

Section 1. The unallotted lands to which these regulations apply aggregate approximately as follows:

No. tracts	No. of acres in the several tracts	Total No. of acres
Chickasaw.5,300	5 to 1,500	335,000
Choctaw.5,800	5 to 5,000	482,000

Section 2. The commissioner to the Five Civilized Tribes shall advertise and sell these

unallotted lands, subject to the approval of the secretary of the interior, in accordance with these regulations, in such quantities from time to time as conditions may warrant.

Absolute Title Given.

The unallotted lands of the Choctaw and Chickasaw nations of the Five Civilized Tribes in Oklahoma will be sold at public auction under the direction of the secretary of the interior, to the highest bidder at the following terms, times and places:

CHICKASAW NATION.

County	Place of Sale	Number of Tracts	Acreage	Time of Beginning
Grady	Chickasha	331	16,983	Nov. 12, 1912
Stephens	Duncan	487	38,056	Nov. 13, 1912
Jefferson	Ryan	661	38,938	Nov. 15, 1912
Love	Marietta	718	61,825	Nov. 18, 1912
Carter	Ardmore	880	59,115	Nov. 20, 1912
Murray	Sulphur	258	16,715	Nov. 23, 1912
Garvin	Paul's Valley	412	20,649	Nov. 25, 1912
McClain	Purcell	213	9,809	Nov. 27, 1912
Pontotoc	Ada	458	28,879	Nov. 29, 1912
Johnston	Tishomingo	408	26,963	Dec. 2, 1912
Marshall	Madill	241	14,170	Dec. 3, 1912

CHOCTAW NATION.

Bryan	Durant	424	18,637	Dec. 4, 1912
Atoka	Atoka	1,051	98,907	Dec. 5, 1912
Coal	Coalgate	532	43,173	Dec. 9, 1912
Hughes	Calvin	371	41,342	Dec. 11, 1912
Pittsburg	McAlester	1,346	118,398	Dec. 12, 1912
Latimer	Wilburton	136	10,547	Dec. 16, 1912
Haskell	Stigler	374	25,700	Dec. 17, 1912
LeFlore	Poteau	184	13,142	Dec. 18, 1912
Pushmataha	Antlers	438	37,829	Dec. 19, 1912
Choctaw	Hugo	514	32,441	Dec. 20, 1912
McCurtain	Idabel	672	45,496	Dec. 23, 1912

Bids should be submitted at the time and place of sale, either in person or by duly authorized agents upon presentation of power of attorney. Bids may also be submitted by mail and will be considered with the oral bids, and the land sold to the highest bidder, provided his bid equals or exceeds the minimum price advertised. Bids forwarded by mail should be addressed to the Commissioner to the Five Civilized Tribes at the town where the sale is to take place and should state plainly the number of the tract bid on and the amount bid. Separate draft, certified check or money order for 25 per cent of each bid must be en-

closed, same to be payable to Geo. N. Wise, Disbursing Agent.

Residence on land not required. Immediate possession given after approval of sale. Prospective bidders should personally, or by agent, inspect lands desired. Not more than 640 acres of land will be sold to one person in each nation. This includes land bought at any previous sale.

Free lists have been prepared by counties, containing descriptions of the various tracts by subdivisions and showing the minimum price on each tract. It will be impracticable to furnish all of these lists to each inquirer, and it is suggested that persons desiring

such information specify the county or counties in which they are interested.

Blue print maps of each county have been prepared showing the location of each tract of unallotted lands, the railroads and principal towns and the approximate location of the drainage. These will be furnished upon application to the undersigned, to persons interested, upon the payment of 50 cents for each county in the form of draft or money order, payable to Geo. N. Wise, Disbursing Agent, and which should accompany the application.

Terms.—The lands are to be sold on the following terms: 25 per cent at the time of sale, 25 per cent in one year and 50 per cent in two years, with 6 per cent interest on deferred payments.

Climate, character of soil, rainfall, etc. For information on these subjects, prospective purchasers are referred to the Director of the Oklahoma Geological Survey, Norman, Oklahoma.

J. G. WRIGHT,

Commissioner to the Five Civilized Tribes.
Muskogee, Oklahoma, September 12, 1912.

Surprising Facts About Arkansas

Wm. R. Lighton in *Globe-Democrat*, October 19, 1912.

William R. Lighton, the well known magazine writer, the man who wrote "The Story of an Arkansas Farm," delivered an address a few days ago to the Ways and Means Committee of the Chicago Association of Commerce in which he presented some exceedingly interesting and surprising facts in regard to the state of which he is one of the most vigorous champions. Here is what he said to the Chicago people and it should appeal with equal force to every people everywhere:

How do you think of Arkansas, when you think of her at all? I believe I can tell you a little more frankly than you would be willing to tell me. You think of her as one of the waste places, as a third-rater in industrial pretensions, as a state with a green scum over it—sign of utter stagnation. Isn't that pretty nearly right?

Well, let's see how well founded that understanding is in fact. Let me assure you that there is no blue sky in what I shall say. We shall strip the matter down to bare facts. For a long time some of you have been wanting this solid information about our state, and it's high time you were getting it.

In the very beginning, consider this. We shall get back to it presently in detail; but I want to preface the story with the statement that in the value of farm products per acre, for the last ten-year period, Arkansas has easily led all the great agricultural states of the Union. Further, in this ten-year period, Arkansas has made a greater percentage of gain in everything relating to agriculture than has been made by any other state of the great Mississippi Valley.

You don't believe that, do you? We'll get to the proofs presently.

But, first, where is Arkansas? How do you place her? Probably as a mere splotch of color of vague form taking up a certain amount of room in a vague position off there in the Southwest somewhere. Wouldn't it trouble you quite a bit if teacher were suddenly to spring this proposition on you. "Bound Arkansas. Name her three principal cities; her three principal rivers; her five chief products?" Wouldn't that make you stop and study? Would you like to undertake to write a 100-word essay about the state, off-hand, and stake your reputation on having every word correct?

As a matter of fact, Arkansas is to the average outsider an unknown land. The state has been occupied almost twice as long as Iowa and Nebraska; but in that time she has builded no real reputation. The best that can be said of the publicity she has gotten for herself is that it has made her notorious, not famous. Oklahoma, in the last fifteen years, has had a dozen times more of publicity of the right sort than Arkansas has had in a century. Just about all that has been circulated relative to Arkansas has been an inexhaustible fund of utter misinformation.

Arkansas is to blame for this, of course. It is up to every state to tell her own story, if it is to be told at all. Arkansas has never done this. She has resented unfriendly comment and misunderstanding, but she has taken no pains to bring about a correct conception of things.

You know what that sort of spirit begets.

That is the very reason why you have grown used to thinking of Arkansas as a place vague and remote. When it comes to a discussion of Iowa, or Nebraska, or Colorado, you can quote facts and figures. You know lots of things about Texas. Oklahoma and Texas seem to you actually nearer than Arkansas. The sum and substance of it is that you cannot quite get Arkansas placed in your minds.

Well, now, where is Arkansas? Let's look at her with reference to the centers of things first.

The national center of population is in Southwestern Indiana. Little Rock, the capital of Arkansas, and Des Moines, the capital of Iowa, lie at almost exactly the same distance in miles from that center and reach it just as directly by rail and as quickly in time.

You know, without word of mine, what that means. The center of population stands for the center of consumption of staple products in agriculture and manufacture, or nearly so. Little Rock lies much nearer to that center than Omaha, or Minneapolis, or Philadelphia. You don't look upon those places as remote, do you? You think of Omaha as a close neighbor of your own, don't you? Little Rock is only a few miles further from Chicago than is Omaha. It is much nearer to you than is Philadelphia or New York. No, Arkansas isn't far away.

But her position is still better than that, if you consider the broader relations. Some of these times, surer than taxes and death put together, we shall have a deep waterway to the gulf and an isthmian canal. Arkansas' eastern border is the Mississippi River, and she has more miles of navigable waterways within her boundaries than any other state of the Union. You know as well as I could hope to tell you what that means. You—we—all of us have been so long used to thinking of the national drift of commerce as following east and west lines that we have come to believe there is a certain divine inevitableness about it. But there isn't. The centers of production of the great staple foodstuffs in our nation are ranged, not on east and west lines, but in a strongly marked north and south group, extending up and down the great Mississippi Valley. I don't want to go into a mass of confusing details, but I wish you would look at a census map on that point.

And right in that connection consider this: We of the United States have always felt supremely comfortable in the knowledge that we are producing foodstuffs in abundance

for our own people, with a solid surplus left over for export. That surplus has worried us not a little in trying to figure out a way to dispose of it. We have been congratulating ourselves on what has actually been called our ability to "feed the world." So long as the surplus holds out that sounds mighty big and fine. But have you noticed how that surplus has diminished lately as population has increased and as the proportion has changed between rural and urban population? Feed the world? Not on your life! It's just a little problem in plain figures. If the ratios of change remain the same as for the last ten years between population and production in the United States, it is a matter of only four or five years until our own people will be consuming all the foodstuffs produced on our own lands.

And after that—what? Are you figuring on the possibility of finding new unoccupied lands in the great foodstuff strip of country of the North? You are not; you know it isn't there. We shall have to find new lands.

And where are they? Right here is where we are likely to start a disagreement. You aren't going to approve of some of my adjectives. These new lands are to be found in the most fertile part of the great Mississippi Valley—in this Arkansas section.

"The most fertile part," I said. I hope you got that. The part which has shown the very highest producing power per acre of any lands of the United States. Did you get that?

Astonishing Figures.

It is hard to believe, I know; but listen. These are the figures of the Census Bureau. I told you a while ago that Arkansas leads the whole list of states in the value of farm products per acre, and leads all the Mississippi Valley states in percentage of gain in all items relating to farm industry for the last ten-year period. Let's go into the figures and see.

For this period the average value of farm products per acre in Louisiana was \$15.19; in Missouri, \$13.54; in Iowa, \$14.52; in Indiana, \$16.35; in Ohio, \$17.62; in Illinois, \$17.24; in Arkansas, \$22.04. This statement takes into account the list of staple products—the grains, potatoes, hay and forage crops; not fruit or truck crops.

In Iowa this value of products represented a gross return of 17.5 per cent on the average value of all farm lands in 1910; in Illinois the gross return was 18 per cent on the average value of farm lands; in Arkansas the gross return was 157.4 per cent on the average value of farm lands.

Take another point: You know that your

land values up here have been increasing enormously in the last ten years. In the years from 1900 to 1910 the gross value of farm lands in Ohio showed an increase of 57.4 per cent; in Indiana the increase was 93.2 per cent; in Iowa, 123; in Illinois, 104.1; in Arkansas, 134.1—greater than in any of those rich, strong, highly developed states of the North.

In that same period the average value per acre of farm lands in Ohio increased 59.9 per cent; in Indiana, 96; in Illinois, 105.8; in Arkansas, 123.6.

In this same ten-year period the value of all farm property per acre in Ohio increased 61.3 per cent; in Indiana, 87.6; in Missouri, 95.3; in Iowa, 108.1; in Illinois, 96.5; in Arkansas, 110.7.

In this same ten-year period the value of farm buildings per acre in Ohio increased 70.5 per cent; in Indiana, 75.2; in Iowa, 92.8; in Missouri, 78.7; in Illinois, 73.3; in Arkansas, 100.6.

In this same ten-year period the value of farm implements and machinery per acre in Ohio increased 43.2 per cent; in Indiana, 52.4; in Iowa, 67.3; in Missouri, 75; in Illinois, 52.4; in Arkansas, 83.

In this same ten-year period the value of livestock per acre in Ohio increased 59.3 per cent; in Indiana, 60.9; in Iowa 43.7; in Missouri, 75; in Illinois, 60.6; in Arkansas, 88.9.

In this same ten-year period Arkansas made a greater percentage of gain in rural population than any other state of the Mississippi Valley. Louisiana gained 15.9 per cent, Missouri lost 3.5, Indiana lost 5.1, Iowa lost 7.2, Illinois gained 3-10ths of 1 per cent, Arkansas gained 16.3. The increase in rural population in the United States as a whole in this time was 11.2 per cent.

For this same ten-year period Arkansas heads the whole list of Mississippi Valley states in percentage of gain in urban population. The gain in Louisiana was 30.3 per cent; in Missouri, 22.3; in Indiana, 30.5; in Ohio, 31.5; in Iowa, 19.9; in Illinois, 30.4; in Arkansas, 53.9. The increase in the United States as a whole was 34.8 per cent. And mark this: Arkansas has no boom towns. Her town growth has followed safely and sanely and soundly her agricultural development.

A New Thing.

It is only fair to say that this remarkable showing of development is comparatively a new thing. Take the matter of land values, for instance. In the ten years from 1890 to 1900 the average value per acre in Arkansas increased only 14 per cent, as

against 123.6 in the last ten-year period. It is only fair to say that this increase of 123.6 per cent occurred almost entirely in the last three years of the period. It was in 1907 that the upward movement really began. But it has continued at a far greater rate since the last census figures were collected. Since 1909, when these figures were assembled, there has been a further increase of at least 100 per cent.

The mere increase in rural population partly explains that increase in land values, but not entirely. The character of the new population has still more to do with it. The state is receiving immigrant farmers trained to the advantages of the great principles of diversification. There is no denying that until very recently Arkansas has been essentially a "one-crop" state. Her farmers have depended largely upon the production of cotton, and have been content to let it absorb them even to the exclusion of the production of foodstuffs for their own table. The cotton has gone to consuming markets outside the state, and food products—packing house products, flour, canned stuff, vegetables, and almost the whole list—have come in from other states. That has resulted, of course, in keeping Arkansas' cash at low ebb. So lately as 1900 the state's total bank deposits aggregated in round numbers only \$7,000,000. In 1910 these deposits had increased to an aggregate of \$37,000,000, and in 1911 to \$47,000,000. The gross sum is not astonishing, but the rate of increase is significant. It is the new farmer who has been for the most part responsible for this. He is the man who has brought some money into the state with him; and he is the man wise enough to make his farm yield the foodstuffs actually consumed on the farm, so that the money got from his marketed surplus stays at home.

I have not yet touched upon the factor which will, when once it is well understood, be the most vital of all in establishing the state's sound right to a first position in the basic industry, agriculture—namely, the low cost of production of the great food staples under Arkansas conditions, as compared with Northern, Eastern and Western conditions.

In Nebraska, Iowa, Illinois and Indiana, with good farm methods, the production of pork is about 450 pounds per acre, and the cost ranges from 5 to 6 cents per pound, or even higher, depending upon the price of corn and the severity of the winter season. In Arkansas, where corn enters to a much less extent into the operation, and where the winters are short and mild, permitting

many more months of pasturage, the production with good farming is 1,000 pounds per acre, at a cost of 2 cents per pound. The State experiment Station got 1,252 pounds per acre, at a cost of 1 $\frac{3}{4}$ cents.

In Arkansas, because of the length of the growing season, good farming means double-cropping—small grain or early potatoes, followed by corn, or by a second crop of potatoes, or corn supplemented with cowpeas, soy beans or peanuts as a forage or hay crop. This secondary crop is made to pay the cost of the whole operation, leaving the main crop net. This has been done on my own farm in Arkansas for several years. In 1911 there was a crop of ninety-eight bushels of corn per acre, the land yielding at the same time cowpea hay of a value which left the corn absolutely net.

The potato farmer, growing two crops to succession on his land, shows the lowest possible production cost. I have been over two sets of books kept by experienced potato growers which showed a production cost of only 8 cents per bushel, and a net profit per acre of a little more than \$265.

Under Arkansas conditions rice is produced at a lower cost than in any other rice district of the world. The crops of 1905-09 showed an average cost of approximately 28 cents per bushel. Just by way of comparison, note that in Japan the cost per bushel to the Japanese farmer is approximately \$1.25 per bushel. There are several million acres of undeveloped rice lands in that lower Mississippi district, and presently we'll have that canal through Panama. The Orient never has enough rice. Need one be the seventh son of a seventh son to see into the future of this industry?

Perhaps I am wearying you with this accumulation of figures, but permit me just one more of these comparative statements. The census report for 1910 shows that in that year in Ohio, Indiana, Illinois and Iowa the percentage of total land area included

in farms had declined, as compared with 1900. In Iowa there was an actual decrease in the percentage of total land area improved. The margins of difference are small, but there they are. Without comment of mine, you who have been in close touch with things up here will understand the causes of that decline. In Arkansas in all of these items there was a marked improvement in those ten years.

Let there be no misunderstanding. In gross figures covering these points, Arkansas makes a relatively poor showing, for the reason that in 1910 only 24 per cent of her total land area was improved, whereas Iowa had 95.4 improved; Ohio, 92.5; Indiana, 92.3; Illinois, 90.7.

But what's the answer? What am I trying to get at? I'll tell you exactly.

I want you to understand that that familiar old theory of stagnation in Arkansas doesn't hold good any longer. We have been guilty in the old time—as guilty as you like to say; but that time is past. The state is stirring with new life—vigorous, efficient, productive life. I have dwelt at length upon the matter of farm industry, because, as it needs no argument of mine to convince you, agricultural soundness is at the very bottom of all sound industrial development in a state. In this Arkansas shines. In her century of history she has never known a crop failure.

Arkansas figures now, in an industrial way, chiefly as a producer of raw materials, not of finished products. Only 2.9 per cent of her people are employed in manufactures. Producing the highest grade of cotton, she has no cotton mills; producing an enormous quantity of lumber, she has almost no wood-working plants; producing livestock at less cost than is possible in the Upper Mississippi Valley, she is just now establishing her first packing plants. That holds good over the whole range of possibilities.



About Mena and Polk County, Arkansas

Eugene Ray in the Mena Star.

Arkansas, the most maligned state in the South, is the best state in the South.

There are two distinct classes of people in the world—those who say they are members of the aristocracy, but are not; and those who say they are not, but are. It is the same in the Christian world—there are many who say they are Christians, but are not; and there are many who say they are not Christians, but are. Like the dearest little four-year-old in the world, she says to me, "Papa, I am not pretty when I say I am, am I?"

Arkansas people are the best people in the world, because they do not say they are. They do not say they are aristocrats.

I was born in a grand old Southern state. I was married in another of the same kind. I have lived long in another. I have traveled extensively in them all, and in my judgment Arkansas is the best of all.

Let us look at them in another way—comparisons are not all odious. We learn most things by comparison. Tennessee and Georgia have mountains, as has Arkansas, but Tennessee and Georgia have not the fertile valleys and rich delta as has Arkansas. Mississippi and Louisiana have the rich delta and fertile valleys, but Mississippi and Louisiana have no beautiful mountain region as has Arkansas.

Polk County is one of the great counties of Arkansas. It is a western county, having been just fortunate enough to escape getting into Oklahoma, and is several miles south of the half-way point on a line between Missouri and Louisiana. I would not say that Polk County is in the mountains, but I would say the mountains are in Polk County.

Mena is the capital of Polk County.

Mena is a good town. When I say it is a good town, I mean it in the same sense as when I say Jones is a good man. He does not buy or sell whisky illicitly or get drunk.

In two weeks here I have seen nobody intoxicated, except a few visitors who became intoxicated on this atmosphere. If there is a gentleman who believes there are blind tigers and bootleggers in Mena, I hope he will go out and look for one a day or two, and notify me of the results.

Mena is a pretty town—pretty like a woman. She is not only well-behaved, but love-

ly and lovable. And Mena is not in the mountains—she is among the mountains.

Mena has an elevation of 1,200 to 1,500 feet, but she is "on the level" just the same. Stand in Mena and look in one direction and you will see plateaus and shady dells not so high as Mena, but look to the north and you will see Rich Mountain with its head almost 3,000 feet in the skies, the highest point between the Allegheny and Rocky ranges—higher by 700 feet than historic Lookout Mountain at Chattanooga, Tenn. In fact, beautiful green covered mountains form the background for the view to the north, west and south of Mena. These mountains and valleys of Polk County, Arkansas, all are covered with timber, save where the timber has been removed by the hand of man, that both it and the land may be put to his uses.

Mena has a population of 5,000. After the people built this little city for us here, it seems as if the Almighty came along and in the great goodness of His great good heart, gave Mena some blessed luxuries—luxuries because other towns and cities do not have them. Not two blocks from the business district is a spring of water which, as shown by analysis, is as pure as the Creator makes. This spring is in a park of some 10 acres, as pretty a place of its kind as there is in the country.

Sick people come here to live. This town's water is as pure as the Creator gives. If it's not "the water of life," it is the water of this life. It's air is the champagne of the skies. It's breezes are zephyrs from the flower-perfumed mountainside. It's sun warms the crops of the husbandman, but never burns them. It never "blows hot and cold" here—it just blows cool all the time. Mena is by the will of Nature a summer resort, free from malaria and mosquitoes, from quinine and whisky, from calomel and salts. And it is quite as popular as a winter resort. And let us not forget to put in the record here that this park in Mena has been kept up largely through private subscriptions by the people of Mena. What the Creator did not give, the men and women of Mena have given to make this park a modern city park and make it famous throughout the country.

The people of Mena are good twice; they were born good, and they were raised good.

Sixteen years ago Polk County had no railroad and had never had one. These people were almost a hundred miles from the nearest railroad, and knew not of the wickedness and wretchedness that follow railroads. Far out in these woods, among these mountains, they became helpful neighbors and close friends. Neighbors out here who lived ten miles apart in those old days, were closer together than are many people who today live in the same city block. The spirit of neighborliness and kindness ruled then, and be it also remembered, it is not dead yet.

Let the stranger walk through this park of Mena and these people will speak to him as if they felt in their heart he is one of them. Oh, it's the people, after all, that make a town—indeed, are they themselves the town.

The Kansas City Southern Railway, one of the great trunk lines running north and south, runs through Polk County, and when it first ran, Mena was born. Fifteen or sixteen years ago, when the railroad came, there was here nothing but that log cabin which is in the park now. Whether that spring out there was there then or not, deponent sayeth not, for he was not here then and the place looks as if it had been made to order for Mena.

With the railroad came some new folks and some new money. These came from everywhere—from the north, the south, the east and the west. I do not know just where they did come from.

I have observed that where there are gathered together in the South two or three Yankees—I will not say the Lord is with them, but I will say that it does look like He "ain't agin 'em." They show us how to some things we never thought of. In my travels I have not seen a Northern man who, living on a farm, makes cotton for a living. They will say, "We work, we do." The truth is, they don't know what work is, not having raised any cotton, but they do figure, estimate and calculate, and proceed to raise some crops that are new to us. They will raise fruit and grain and vegetables and meat and other good things, which they sell to the fellow who is raising cotton. I saw a New Yorker in Georgia who doctored up a cherry tree that was a thousand years old, more or less, and the third year afterwards made \$45 on the wine he made out of the cherries that grew on that tree that year.

These Northern folks are needed down here. They help us and we help them. They teach us how to make some new crops. In

return for that kindness we render them a service that cannot be estimated—we teach them how to vote the Democratic ticket.

Up to two years ago Mena was a division point on the Kansas City Southern. At that time the railroad moved its terminal, roundhouse, etc., from Mena. Many people outside of Mena, and some in Mena, believed that Mena had been ruined. But her life since then shows that she is as independent a community as there is anywhere. Her bank deposits have almost doubled, freight receipts at the station have greatly increased, express receipts ditto, and post-office receipts the same. New brick storehouses have been built, new residences, and fine ones, have gone up, and there are practically no vacant buildings in town that are worthy of tenants or owners. Mena has six hotels, ten churches and five modern school houses. Mena has three banks, miles of sidewalks, waterworks with mountain spring water, and sewerage and electric lights, and uses 525 telephones of the Southern Telephone Company, the general office of which is at Fordyce, Ark.

Mena has three newspapers, one daily, two weeklies, all printed by The Star Publishing Company. I do not hesitate to say that the Evening Star is the best newspaper I ever saw published in a town of 5,000 population. The company has a linotype machine, magnificent new press, folder and outfit. So it seems that when anybody here starts a newspaper, he feels that the best thing to do is to get The Star to do all the mechanical work for it.

Mena has some magnificent homes for its fraternal orders. The Elks' home here would be a credit to a city of 25,000 population. The Masons and Odd Fellows have each splendid homes in Mena. The Federal government has purchased a corner lot in the heart of the city on which to place a Federal building, which will be constructed as soon as the government, in its own deliberate way, can get to it. Free mail delivery has been applied for, and the postal business justifies it.

POLK COUNTY AND HER PRODUCTS.

Mena's trade territory extends 30 to 40 miles in every direction.

I am informed by competent, reliable witnesses, that in Polk County one man raised three tons of German millet on an acre; another more than 2,000 pounds of seed cotton to the acre; another 215 crates of cantaloupes on one acre, which netted him on the market \$1.08 and \$1.50 per crate. Two crops of Irish potatoes are the usual

thing in Polk County, and three crops have been grown in a season from the same land. One man raised 100 bushels of sweet potatoes on a half-acre. One man last year raised 35 bushels of oats, then planted the same land in corn and raised 35 bushels to the acre. One man grows wheat, making 30 bushels to the acre. One man got, last year, \$95 worth of tomatoes on one-fifth of an acre. One man raised sugar cane 12 feet tall. Polk County was awarded at the World's Fair, St. Louis, one of the first prizes for the best display of agricultural products. It got a first prize on peaches and pears. The county is famed for its peaches, yet it is generally believed that apples are more profitable than peaches. It is the home of the apple. Strawberries, raspberries, blackberries, dewberries and gooseberries have proven profitable crops. They all grow and grow wild, whether they are wanted or not.

The quality of grapes produced here has attracted attention at home and abroad. A bottle of Arkansas wine took the prize at Vienna. The county is looking for men who understand grape culture and the making of grapes into wine and into other commercial products.

For diversified farming along broad lines, as I see it, this section of Arkansas has not a peer. They may, in other countries, raise apples, peaches and berries, but they don't raise sugar cane, cotton and watermelons and have a summer resort. While Polk County folks are eating jam made out of berries and preserves made out of peaches, the inhabitants of other climates are eating

jam and preserves made out of—God and the manufacturers only know what.

They make everything here. If they don't make it, they raise it. They make brick and raise houses. They raise apples and make apple butter. They raise corn and make hominy. They raise alfalfa and make hay. They raise hogs and make strings of sausage all pork and a yard long. A man wants nothing here below except a score or two acres of Polk County land and a good wife to work it, or make him work it. And I am told that the land may be bought at prices ranging from \$5 to \$40 per acre. It is not the richest land in the world, 'tis true, but it is land suited to grapes and berries and apples and peaches and plums and dairying and poultry raising and alfalfa and cowpeas and other crops already enumerated. Why, that land that produced three tons of German millet to the acre and three-fourths of a bale of cotton to the acre cost its owner only \$9.50 an acre when he bought it the year before. "A Mena man rented out his farm year before last. The land cost him \$650. His rental from the cotton crop netted him \$19.85 per acre." I have always had an idea that the landlord whose tenant planted cotton was satisfied if, at the end of the year he got \$19.85 from the whole farm.

As a close let it be observed here that all the streams of Polk County have their source within the boundaries of the county. And we are informed "there is a living stream on every square mile of the county, fed by springs of pure, soft water."

So it does seem that Polk County, too, was "made to order."

Little River County, Arkansas

From Biennial Report of the Arkansas State Department.

Little River County is located in the extreme southwest corner of the state between two beautiful streams, the Little River and Red River, and the first county south of the Ozark foothills. The valley lands on Red River are of a deep sandy loam soil, loose and very easily cultivated, and will grow from 50 to 75 bushels of corn, from three-fourths to one and one-half bales of cotton, and from four to six tons of alfalfa hay per acre. It also produces abundantly potatoes, sugar cane, timothy, clover and any other staple crop grown in the South.

The valley lands of Little River are of a

dark, deep, sandy loam, and are equally as productive as those of Red River. The remainder of the county is composed of rich, dark sandy loam upland with a red clay subsoil, which is fine for fruits, vegetables, melons, berries, sugar cane, alfalfa, potatoes, berries, etc., alfalfa, while not a staple crop in this county, has been proved successful. Little River County won first prize on both cotton and alfalfa at the World's Fair in St. Louis. Generally the county is well adapted by soil and climate to any southern crop.

The climate of Little River County is very

mild, making it a good place for general farming and stock raising. The spring and autumn seasons are long and the winters short. The temperature is not oppressive in the summer. Good drinking water can be gotten at a depth of 25 feet in all parts of the county, all of which make health conditions good.

There is still a large amount of merchantable timber in this county. The principal kinds are oak, pine, elm, cottonwood, gum, hickory and ash.

The population of Little River County is 13,597, the great majority being white. The land area is 349,440 acres, 47 per cent of which is in farms and in cultivation. There are 2,021 farms in the county. The value of all farm property per farm is \$1,547. Domestic animals alone are worth \$543,432.

The average value of land per acre for the entire county is \$12.42. In 1900 the average was \$6 or an increase in valuation of \$6.38 per acre within a decade. Good improved bottom farming land sells for from

\$15 to \$40 per acre, while one may get the unimproved for from \$8 to \$15 per acre. Thousands of acres can be bought for less than \$7.50 per acre.

The schools are good, each district having from three to eight months free school each year, and the special districts a nine months school every year. The school system is supported by state taxation.

All the denominational churches are represented in the various communities. This is a prohibition county.

The largest and most important town in the county is Ashdown, the county seat. It is located in the central portion of the county with a population of 1,300, and has three trunk line railroads, the Kansas City Southern, the Frisco, and the Memphis, Dallas & Gulf, which afford excellent shipping facilities. It has a stove mill, cotton oil mill, flour mill, two wholesale grocery houses, two banks, a \$40,000 court house, a new \$20,000 free school building, and a \$40,000 hotel. The town has increased 300 per cent in population within the last decade.

Cass County, Texas

Cass County is in Northeast Texas, the second county south of Red River, and is bounded on the east by Arkansas and Louisiana. The county has an area of 951 square miles, and in 1910, according to the U. S. census, had a population of 27,158. It was organized in 1846, and about one-half of the area is in cultivation. The remainder is covered with a fine forest of commercial timber, the hardwoods predominating. Pine timber, originally, was abundant, but this kind of timber has been manufactured extensively.

The contour of the county is gently undulating and there is considerable variety in the soils. The bottom lands along Sulphur Fork and other streams, are as fertile as those of the Red River valley, and produce equally well, the prevailing soils being dark, black loams mostly of alluvial origin. On the uplands, grey, red and dark sandy loams underlaid with a red clay sub-soil predominate. All of them are easily cultivated, retain moisture well and produce liberal crops of cotton, corn, wheat, oats, rye, barley, ribbon sugar cane, hay, millet, Irish and sweet potatoes and every vegetable grown in the temperate zone. Iron is contained in all of the upland soils, and this imparts to the fruits grown in this section the distinctive color and flavor which has made them popular wherever introduced. Cass county has

been famous many years as a fruit and truck producing region and has shipped enormous quantities of potatoes and other truck.

The mean annual temperature is about 65 degrees. The heat of summer is greatly tempered by the breezes from the Gulf of Mexico, and the winter weather is very mild. The annual rainfall is about forty-seven inches and losses of crops from excessive dry weather are practically unknown. Good water is abundant in all parts of the county, and can be obtained from springs or wells of moderate depth.

For stock farming the country is unexcelled. The native pasturage is of the very best and varied, the climate ideal and good water abundant and never failing. Forage can be produced cheaply in any desired quantity and horses, cattle, hogs, poultry, can be produced at minimum cost.

The natural resources capable of industrial development are an abundance of fine hardwood timber, considerable quantities of good merchantable pine timber, vast quantities of iron ore of the highest grade, brown coal and lignites, immense quantities of quartz sands for glass making, fire clay and shales for the manufacture of brick, sewer pipe or pottery. Gas fuel is piped into Atlanta, the largest town, from the Caddo oil field twenty-five miles away.

The transportation facilities are excellent and consist of the Kansas City Southern railway and the Texas & Pacific railway, which traverse the eastern part of the county; the Missouri, Kansas & Texas running through the southeastern part; the St. Louis Southwestern, running through the northwestern portion, and the T. A. L. railroad, running from Atlanta on the Texas Pacific railway to Bloomburg on the K. C. S. Ry.

There are about twenty-five towns in Cass county, and Linden, an inland town of 500 people, is the county seat. All the towns are provided with splendid school facilities and modern conveniences and are connected by good country roads where not accessible by rail.

Atlanta is the principal market town in Cass County and has a population of about 2,500 people. It is situated on the Texas & Pacific railway and is connected with the Kansas City Southern railway by the T. A. & L. railway by way of Bloomburg. It is a prosperous little city, with two national banks, two newspapers, four sawmills and planing mills, an electric light plant, municipal waterworks, opera house, ice plant, natural gas distribution system, two cotton gins, a fine long distance telephone system, a canning factory, several hotels, four church buildings, two public school buildings, about twelve or more merchants carrying stocks valued at about \$300,000 and numerous smaller enterprises. The Cass County Fruit and Truck Growers Association has its headquarters in Atlanta and ships annually large quantities of Irish potatoes, peaches, strawberries and commercial truck. The cotton shipments amount to about 10,000 bales per annum and the lumber and tie shipments to about 100 to 150 carloads.

Atlanta offers a good opening for the following named lines of business: A new

hotel, shoe shop, tailor shop, harness maker, brick and tile plant, creamery, wagon work, chair factory, cotton seed oil mill, peanut factory, fertilizer or cotton products factory. Natural gas is cheap and abundant and raw material of all kinds is available.

Bloomburg, Cass County, Texas.

Population, 840; south of Kansas City, Mo., 507 miles; altitude, 309 feet. Situated in a fertile farming country with 10,000 acres in cultivation within five miles of town. Of this land, during the season of 1910, 4,000 acres were planted in corn, 1,000 in oats, 4,000 in cotton, 100 in early apples, 700 in peaches, 25 in strawberries and 175 in forage. The shipment of surplus products during 1910-1911 from Bloomburg consisted of 10,600 bales of cotton, 40 carloads of potatoes, 5 carloads of peaches, 3 carloads of eggs, 22,000 pounds of poultry, 2,400 crates of strawberries, 22 carloads of cattle, 86 carloads of hardwood lumber, 100 carloads of railroad ties, etc. During the year 1910 fifty new people settled on farm lands, purchased 1,500 acres of land and made improvements valued at \$20,000.

Bloomburg is the junction point of the T. A. & L. Railway extending westward to Atlanta, Texas, and the K. C. S. Railway. It has a state bank with \$50,000 deposits, two sawmills, two cotton gins, two churches, public school, ten general merchandise stores with stocks valued at \$25,000, one drug store, hotel, livery barn and two truck growers' associations.

Land Values.—Farm lands run in value from \$12 to \$25 per acre and are usually sold on reasonable terms. For information concerning business opportunities, land values, etc., address First State Bank of Bloomburg, Bloomburg, Texas.

Short Course in Agriculture

An announcement of the short winter courses offered by the Missouri College of Agriculture at Columbia, has just been issued. According to this the first term of the two-year winter course will begin this year on November 4th. The course was attended last year by 297 students. It is a practical course for men who want to learn all the "ins and outs" of up-to-date farm practices. Men who have completed this course in the past say that they are making enough more from their farms or drawing

enough larger salaries so that the money spent in taking the short course is now bringing them in anywhere from 20 to 250 per cent annual interest. There may be a few better investments in Missouri, but they aren't being offered to farmers very freely. The two-year winter course, however, is open to every farmer in the state above sixteen years of age. The special announcement giving full information about this and other short courses will be sent to anyone who will write for it to the College of Agriculture, Columbia, Mo.

Progress Made Along the Kansas City Southern Railway During the Year Ending June 30, 1912

About June 30th of each year a careful inquiry is made for the purpose of ascertaining what improvements have been made along the line of the Kansas City Southern Railway company during the twelve preceding months. The inquiry covers every branch of industry and the information obtained is furnished by the local agents of the company, the commercial clubs in the various town and cities, local banks, real estate firms and others familiar with local conditions at each point.

Exclusive of Kansas City, Mo., and Kans., the increase of population for the year ending June 30, 1912, was 28,355 within five miles of the railway track. The increase in the towns and cities amounted to 17,895, and in the adjacent country to 10,460.

The present population resident along the line within a distance of five miles from the track (excluding Kansas City, Mo.) is 764,855; the population of Kansas City, Mo., Kansas City, Kans., Independence, Mo., and Rosedale, Kans., is 459,627. The rural population, residents five to fifteen miles from the track, is 373,466. The total population along the line, with which the Kansas City Southern Railway company does business in various ways during the year 1912, is 1,597,978.

In June, 1912, there appear to be in cultivation, within five miles of the track, 21,805 farms, comprising 1,409,614 acres. The sales of farm lands numbered 2,067, comprising 179,122 acres and valued at \$3,988,648. The dimensions of the average farm was 86½ acres, and the average value \$22.27 per acre. Of these land sales 1,176 were improved farms, involving simply a change of ownership, and 891 were unimproved lands, comprising 38,607 acres, which were placed in cultivation and improved at a cost of \$677,050. The new fruit, berry and truck plantings comprised 6,719 acres, and are valued at \$335,950. These plantings are scattered over a large area and average about 10 acres each, the aggregate being 671. There were reported 46 sales of lands for mining purposes, timber lands, oil leases and lands to be subdivided and sold as farm lands. The acreage comprises 764,957 acres, valued at \$3,747,991. The drainage and land reclamation enterprises under way number 26, comprising 1,068,580 acres, the cost of

the improvements is calculated at \$5,369,180. The total number of land transactions was 3,701, the acreage involved 2,057,985 acres, and the value \$14,118,819.

The improvements in the towns and cities during the year ending June 30 were as follows: New dwellings, 2,288, cost \$2,830,090; new business buildings, 203, cost \$1,626,500; new factory buildings, 20, cost \$400,700; new churches and schools, 58, cost \$1,647,961; new public buildings, 33, cost \$1,004,161; new warehouses and cold storage plants, 37, cost \$265,700; new hotels and improvements on existing hotels, 32, cost \$422,900; waterworks, electric light plants and improvements, 41, cost \$2,761,000; parks, theaters, amusements, health resorts, etc., 41, cost \$703,850; street, road, sidewalks, sewers and improvements, 48, cost \$3,585,819; new telephone installments and improvements, 20, cost \$502,500. Total improvements in towns (not including Kansas City), 2,823; total cost, \$15,751,181.

The new manufacturing and industrial enterprises consisted of 492 establishments, involving an investment of \$38,972,130. Of these 130 were new factories, mills, etc., of various kinds requiring an investment of \$3,296,375; 16 were lumber and wood working plants, with \$475,000 invested; 148 were lead, zinc, coal and other mining enterprises with \$3,130,800 invested; 174 were oil enterprises, gas wells, pipelines, refineries, etc., with an investment of \$25,870,890, and 24 enterprises were devoted to railways, electric transportation, irrigation and navigation canals, etc., requiring an investment of \$6,199,065.

The commercial and financial ventures numbered 207, with a capital of \$11,429,700. Of these 177 were commercial concerns with stocks valued at \$1,838,700, and 30 were new banks and financial institutions with an aggregate capital of \$9,591,000.

A summary of all the improvements and new undertakings shows 2,823 ventures in the cities and towns, costing \$15,751,181; 492 industrial enterprises requiring an investment of \$38,972,130; 207 mercantile and financial ventures, with a capital of \$11,429,700, and 3,701 developments of lands involving an investment of \$14,118,819. The sum total is 7,223 new undertakings, requiring an investment of \$80,271,230.

Railway Economics

CAR SHORTAGE.

Every shipper and receiver of freight now appreciates that we have with us a shortage of cars, and are naturally blaming the railroads for not being able to furnish them with all the equipment desired.

It is true that for the last four years the railways of this country have not purchased much in excess of 100,000 freight cars per year, although for the three years previous thereto the average purchases were, approximately, 230,000 cars per year.

The Interstate Commerce Commission, in its report for the year ending June 30, 1910, gives the number of freight cars in service on the railroads of the United States as 2,135,121. Estimating the life of these cars to be 25 years, would mean a decrease each year of 4 per cent. The increase in ton miles carried between the years 1900 and 1910 amounted to 80 per cent, or 8 per cent per annum, which means that the railroads, in order to maintain their present equipment and provide equipment for the increased traffic, must arrange for an increase in freight car equipment of 12 per cent per annum, or, in round figures, 240,000 cars each year. It is a well known fact that these freight cars have not been secured, the railroads not being able to provide the money for the purchase of same.

While every other business, including that of agriculture, has been prospering and expanding, the railroads have been prevented from doing their part of keeping up with the growth and expansion of the country for the reason that the investing public has not been willing to put its money into an industry which has been hampered in so many ways, and to such an extent as have been the railroads. It is a trite saying that the industrial and agricultural interests cannot get along without the transportation interest, and that the transportation interest cannot live without the industrial and agricultural interests. Therefore, it seems to be foolish for either interest mentioned to neglect the other, which, apparently, has been done by two of the interests against the transportation interest; until at this date the money cannot be secured at reasonable rates for the many purposes for which it is needed by the railroads of the country.

An editorial in the New York Times of October 3, 1912, states that during the month of September railways were only able to float \$1,441,000 of bonds, while industrial institutions floated \$16,889,000, and that during the fiscal year ending June 30, 1912, the railways issued a total of stocks, bonds and notes which was smaller than the previous year by \$23,821,100, while industrials increased their issues over the previous year by \$362,288,650. The total of railway bond issues for the year referred to will show, approximately, \$100,000,000 less than the previous year, while the total of stock issues alone in the industrials for the same period shows an increase of \$259,416,250.

With all this increase in industrial development, together with the general growth of the country, there is no more crying need today than millions—yes, billions—of dollars for railway development. But better conditions must prevail before the man who has money will put it into railway securities.

J. F. HOLDEN,

Vice-President K. C. S. Ry. Co.

Railroad Growth in the United States.

New York, Sept. 30.—In 1830, there were 23 miles of railroad in the United States; in 1840, ten years later, there were 2,818 miles, and for the next 20 years the figures doubled every five years. In 1910 there were, according to the Government census, 240,438 miles, exclusive of the short lines of local interest, such as private lumber lines, etc. George Stevenson, who devised the first "steam engine that could run on wheels along a railway and dray carriages after it," ought to be ranked among the chief builders of the American Union. Imagine the poor little wagons of those days struggling along over muddy roads with their farm produce or parcels of merchandise and then think of the enormous freight trains now rushing night and day from end to end of the United States. How compact they make this vast country of ours and how much easier to govern. Railroads, too, enlarge people's minds. For ease of travel and commerce brings us into more frequent contact with other parts of the world and tends to rub off our prejudices and antipathies.

World's Mileage Statistics.

The statistics compiled for the Archiv für Eisenbahnwesen have been brought down to include the year 1911, says the Railway Age Gazette. They show mileage for the different continents as follows:

Old World—	Miles.
Europe	207,488
Asia	63,341
Africa	22,905
Total	293,734
New World—	Miles.
North America	283,511
South America	43,638
Australia	19,275

Total 346,424
and a total of 640,158 miles for the whole globe, which is 14,460 miles more than one year before, of which increase 6,221 miles were in the Old World and 8,239 in the New.

The Archiv this year gives a table of the mileage of state railways in the different countries. From this it appears that nearly 30 per cent of the railways of the world are worked by governments—107,746 miles in Europe, 36,365 in Asia, three-fifths of the small African mileages and 18,036 miles out of the 19,275 miles in Australia.

It is noticeable that while Great Britain has no state railways, and Canada only 1,718 miles of a total of 24,731, this form of administration prevails in the British possessions of Asia, Africa and Australia.

THE BUREAU OF RAILWAY ECONOMICS.

Railway Receipts and Expenses.

As the month of July began a new fiscal year for the railways and also from all indications a period of reviving traffic, it is probable that railway returns will be closely watched, especially during the months of the presidential campaign. But the uninitiated reader who tries from the newspaper reports of earnings and expenses to keep track of the business of the railways has a perplexing task, for in one and the same issue of a newspaper he not infrequently finds statements of earnings and expenses that may refer to different periods separated by weeks or months, or maybe a year or more.

The accounting departments of many of the principal railroad companies make up at the close of each week estimates of the receipts for that week and sometimes include estimates of the expenses. These are pri-

marily for the information of the officers and directors of the companies, but are frequently sent to the newspapers. Thus appear estimates and cumulative estimates for the first, second, third and fourth weeks of each month and for the entire month. These are but estimates in gross, and as such serve as the earliest approximate indications of increase or decrease in the volume of traffic. They are widely regarded by business men as a barometer of the general business of the country. From these estimates various financial newspapers frequently compile tables showing approximately the earnings and expenses of a number of roads selected as representative.

As soon after the close of each month as practicable each railway company is obliged to send to the Interstate Commerce Commission a report of its total operating revenues during that month with separate specification of the receipts from freight, passenger, mail and express; of its total operating expenses with separate specification of those incurred for maintenance of way and structures, maintenance of track and equipment, for securing traffic, conducting transportation and in general; of the net operating revenue; of revenue from outside operations; of taxes; and of operating income which is the amount remaining as available for rentals, interest on bonds, appropriations for betterments, and dividends.

The filing of these monthly reports with the Interstate Commerce Commission is usually not completed until about six weeks after the close of the month to which they refer. From these official reports the Bureau of Railway Economics, an organization maintained in Washington by the railways, compiles a summary of revenues and expenses for the month which is usually issued within a week after all of the reports have been filed. Most of the newspaper publications of earnings and expenses give the amounts for the different railways separately, the information thus represented being of special interest to the investor who wants to know what each road is doing. The compilations of the Bureau of Railway Economics, however, are of the collective earnings and expenses of the Eastern, Southern and Western groups of railways, thus showing the ebb and flow of traffic for the three great sections of the country, each of which has its peculiar economic characteristics. These publications also contain comparisons of the earnings and expenses per mile of line, thus showing the actual trend of railway business, the indication of which is often confused in other compilations by the use of aggregates applying to the total mile-

age, which is continually increasing to a greater or less extent. The earnings and expenses are thus also reduced to concrete and comprehensive units of measurement.

For example, in its summary of earnings and expenses for June, 1912, the Bureau of Railway Economics shows that the net revenue for the month increased about 48 cents for each day for each mile of line over the net revenue of June, 1911. It shows that during the fiscal year ending June 30, 1912, total operating revenues increased \$23 per mile of line, operating expenses increased \$83 per mile of line, leaving a decrease in net revenue of \$60 per mile of line. An increase of \$48 in taxes and a decrease in net revenue from outside operations resulted in a decrease in operating income of \$112 per mile of line for the year. This is equivalent to a decrease in the operating income of the 215,000 miles of line to which these reports have applied on the average, of over \$24,000,000.

The monthly report of the Interstate Commerce Commission issued usually about a month later than the summary of the Bureau of Railway Economics presents an abstract, company by company, of the monthly reports filed with it.

As soon after the close of the fiscal year as is practicable, and under penalty not later than September 30th, each railway company is required to make to the Interstate Commerce Commission an elaborate report of its transactions for the year. This

includes a statement in great detail of receipts and expenditures, of mileage, of locomotives and cars, of the number of employees and their compensation, of the capitalization and capital issues, of statistics as to train miles, car miles, freight traffic movement, ton miles, passenger miles, taxes, and profit and loss.

The statistics contained in these reports are of such great volume that their compilation requires several months, the annual report of statistics of the railways of the United States issued by the Interstate Commerce Commission not appearing as a rule until a year or more after the close of the year to which the statistics refer. It is a most valuable compendium placing before the student of railway transportation the most complete available information. The system of accounts prescribed for the railways by the Interstate Commerce Commission, and the publicity in regard to their affairs which it has enforced, have placed the railways in that position where far more is made public about their accounts and their affairs than is known in regard to any other industry of the United States, or any of the state or municipal governments.

In addition to all the reports that have been enumerated each railway company makes an annual report to its stockholders to which many newspapers give more or less extended reference, and many, if not all, of the State Railroad Commissions require separate reports.

Industrial Notes

Anderson, Mo. Contracts let for a commodious school building.

Ashdown, Ark. The Major Stave Company has increased its capital stock from \$50,000 to \$100,000. A special bond issue of \$25,000 for school purposes has been sold. A new handle factory has been put in operation. Construction of an electric light plant has been begun. The Little River County Court has requested bids for the construction of a levee in the Orton district, 216,000 cubic yards. County Commissioners' Court has asked for bids for construction of a steel

bridge across Little River at Neil's Ferry, cost \$12,135. Machinery is now being installed at the Diamond Mines, near Murfreesboro in Pike County. The Adams kaolin and fuller's earth deposits near Murfreesboro have been sold to the Oklahoma Oil Refinery of Tulsa, Okla. A mining and refining plant to cost \$15,000 is to be installed at the Kaolin Mines immediately. Organized at Fayetteville, Ark., the Pike County Orchard Co., capital stock \$18,000. This company will plant 1,000 acres in peaches near the Bert Johnson orchard at Highland in Pike

County. A drainage canal is under construction on Big Prairie, south of Foreman, Ark., in this, Little River County.

Beaumont, Tex. Incorporated: C. L. Smith Oil Co., capital stock, \$100,000; New Goose Creek Oil Co., \$100,000; Pine Island Oil Co., \$3,400; Gates Handle Factory, \$60,000, will employ from 50 to 75 men; Jefferson County Traction Company, \$600,000, to operate suburban line between Beaumont and Port Arthur, Tex. City contract let for sewer improvements, \$75,000. Beaumont Light & Power Company has been granted a 25-year extension of lighting franchise. City council invites bids for construction of an abattoir, available, \$22,500. All the wires of the Southwest Telephone Co. are to be placed under ground. The cost of the improvement will be \$75,000 and 15 carloads of construction material have been received. The B. Deutser Furniture Co. has established a mattress factory. The Brown Fig Company has 25 people employed at canning figs on its 150-acre fig orchard at Winnie in this county. The Goodhue estate will erect a modern brick business building to cost \$200,000 on Bonham and Orleans streets. W. C. Tyrrell will erect a six story business building, 30x120 feet. The Orleans Realty Co. is erecting a building to cost \$10,000. A new ice cream factory has been installed in the Perlstein building.

Bentonville, Ark. Incorporated: Northwest Arkansas Railroad Company, capital stock, \$648,000. Thirty-six miles of interurban electric railway to be built between Bentonville, Rogers, Springdale, Cave City, Pea Ridge, Gentry, Decatur and Springtown, Ark.

DeQueen, Ark. The peach shipments from Sevier county, Ark., for 1912, amounted to 740 carloads, or 296,000 bushels, valued at \$250,000. The crop came from DeQueen, Pullman, Gillham, Lockesburg, Provo, Dierks and Horatio. The Highland orchard in Pike County sent one carload of peaches, 525 six-basket crates, to Garcia, Jacobs & Co., London, England, on August 5, 1912. The Ozark Diamond Mining Co. of Pike County is erecting a diamond washing plant near Murfreesboro, same to cost \$20,000. The Maunsey Mines in the same vicinity will construct a similar plant. These washing plants will each handle 100,000 tons of dirt annually. The Choctaw Lumber Co. has started its new mill at Broken Bow, capacity, 100,000 feet of lumber per day. Incorporated: The Ozark Diamond Mines Corporation of Prescott, Ark.; H. E. Bemis, president.

DeRidder, La. Incorporated: The Shaw-Tookey Insurance Co., capital stock, \$6,000.

A school bond issue of \$50,000 has been voted at a recent election. The high school building, for which the bonds were voted, will cost approximately \$65,000. Jno. Lewis has let a contract for construction of a brick building to cost \$4,500.

Fort Smith, Ark. Incorporated: International Drug Co., capital stock, \$100,000; Greenwood Smokeless Coal Co., \$5,000. City council has requested bids for sale of \$45,000 bond issue of paving district 1807. The Western Wheelbarrow & Mfg. Co. has increased its capital stock from \$200,000 to \$225,000. Mr. W. A. Stanton of Pittsburg, Kas., proposes to establish a meat packing plant, capacity, 150 hogs per week. The Fort Smith Traction Company has added a 400 horse power generator to its power plant. U. S. appropriation for the improvement of the Arkansas River, \$523,000. The street paving just completed on Garrison avenue has cost \$67,457. New store: The Mammoth Credit Co.

Gentry, Ark. The Gravette Fruit Products Co. is erecting a vinegar factory here with a capacity of 1,200 bushels of apples per day. The annual products will be 100,000 gallons of vinegar.

Gravette, Ark. The building for a new business college is under construction. Plans have been completed for an electric light plant, same to cost \$21,000.

Heavener, Okla. First Methodist Episcopal church dedicated. A new bridge is to be built across Poteau River, 200-foot span. Upton Drug Company, new concern. New company organized to bore for oil. Incorporated: Cherokee Choctaw Coal & Mining Co., capital stock, \$150,000; has purchased 490 acres of coal land and is building a coal road to connect with K. C. S. Ry. The Heavener Cotton Gin Company has equipped its plant with new machinery.

Horatio, Ark. Dickson hotel enlarged, 12 rooms, \$3,600.

Joplin, Mo. Incorporated: Watson Mining Co., capital stock, \$65,000; Garden City Ice Co. to build a twenty ton ice plant; Alma Mining Co., \$150,000; Miami Zinc & Lead Co., \$3,000; Show Me State Mining Co., \$5,000; Little Mary Mining Co., \$100,000; Little Bob Mining Co., \$10,000; John Jackson Mining Co., \$10,000; Mary E. Lead & Zinc Co., \$32,000; Malpique Lead & Zinc Co.; Horse Shoe Mining & Milling Co.; Mary Milling Co., \$8,000; Hillside Mining & Milling Co.; Dexter Mining Co., \$50,000; Linzee Mining Co., \$4,000; New Ore Concentrating Mills built; Andy McInterf, et al; Van Hoose, et al; E. G. Whitten; Miami Royalty Co.; Thirty Acre Mining Co.; Moseley Mine; Vinegar Hill Mining Co.; Sycamore

more Mine; Yellow Jacket Mine; Gail Zinc & Lead Co.; Martha Bell Mining Co.; Thurman & Burke; Shinnery Bell Mine; Chapman & Leman; Oxford Company; Posten Mine; Glendenning & Miller, 17 new mills, 100 tons capacity each; F. C. Wallower, 250 ton mill; Tom C. Mine, 200 ton mill; Hurry Up Mine, 250 ton mill; Jungle Mining Co., 150 ton mill; Pike Land Co., tailing mill; Cane & Co., 40-horse power boiler and pump; W. R. Milling Co., tailing mill, \$10,000; Oronogo Circle Co., 1,000 ton mill, \$25,000; West Twenty Lead & Zinc Co., 250 ton mill, \$30,000; Alma Mining Co., 250 ton mill; Goodwin & Co., tailing mill; D. C. Wise, tailing mill; Onondaga Mining Co., mill completed; Little Princess Mining Co., mill remodeled; Potter Bros., 80 ton electric mill; Four Boys Mining Co., 250 ton electric mill; Leo H. Beckman, et al; Federated M. & M. Co.; Lynas Mine; Yellow Pup Mine; Betsey Jane Mine, 100 ton mill each; Interstate Mining Co., 150 tons; McWithy & Co., 250 ton mill; Hound Dog Mining Co., 250 ton mill; Frank Hatcher et al, 250 ton mill; Mercantile Mining Co., 3 mills remodeled, \$10,000; John Jackson Mine; concentrating mill, \$3,000; Priscilla Mine, 250 tons; Geronimo Mine, 250 tons; Horse Shoe M. & M. Co., tailing mill; Rabbit's Foot Mine, A. F. Dexter; Moore & Cole, 100 ton mills each; Blue Bell Mine; Maude H. Mine; Hillside Mining & Milling Co.; Lucky Six Mining Co., 100 ton mill each; Jeddiah Mine, electric mill; Thanksgiving Mine, new mills; Catherine Milling Co.; Spotted Dog Mining, mills remodeled, \$2,500 each; Vesuvius Mining Co., 300 ton mill; Chapman & Leman, two mills, 250 tons each; Wm. Steady, new mill; What Cheer Mining Co., air compressor, \$1,500; Chicago-Lehigh Mining Co., electric machinery, \$5,100; Du Quesne Mining Co., steam shovel; Century Mining Co., 250 ton mill; Jas. Thompson, sledge mill; Miami Royalty Co., two new mills; Eureka Mining Co., new mill; The Mary C. Mine has been sold to Frederick Sharples Co. for \$175,000. The John L. Mine, known also as the Old Dominion Mine, has been sold for \$10,000. The largest weekly "turn in" of ore on record was on September 8th, when the product was 7,750 tons of zinc ore, valued at \$418,785, and over 1,000 tons of lead ore, valued at \$483,084. W. C. Thomas, et al, will make 2,000 feet of test borings for ores along Spring River, north of Galena, Kas. The site has been located for the Bentonville Cooperage plant, which will employ forty men. The Southwest Supply Company is now building its shops and will employ 20 men when in operation. The Sheridan-Adams Royalty Co. has purchased

330 acres of mineral land for \$150,000. The Imperial Heating Co. is negotiating for a site on which to build a factory for making gas stoves. The city has voted a bond issue of \$17,000 for construction of storm sewers. J. W. Wren of Springfield, Mo., will establish a broom factory here. Contract let by the St. L. & S. F. Ry. for construction of a freight depot to cost \$25,000. The Quick Eight Mine has been sold for \$12,000. Dr. G. S. Clemens has purchased a building lot for \$20,000 and is considering the construction of a four-story building. The Commercial Club has under consideration a proposition to build a gas engine factory with a capacity of 2,000 to 3,000 engines per year. The Glendenning Mine has been sold to the Pratt Durkee Coal Co. for \$15,000. Under construction: A new theatre in South Joplin, \$7,000. The R. R. Sinclair Coal Co. has established a coal yard and offices here. G. W. Theurer has under construction a brick building to cost \$4,000. Under construction: New building in Starr Block, \$15,000.

Lake Charles, La. Incorporated: Southwest Louisiana Land & Mortgage Co., capital stock, \$250,000; S. R. Johnson Oil Co., \$10,000; Swift Land Co., \$200,000; Inter-Coastal Land Co., \$200,000; Banker Realty Co., \$100,000; Peoples Bank of Merryville, \$25,000; Rescue Oil Co., \$20,000; Star Oil Company, \$25,000; Jennings Creamery Co., \$10,000; Thompson & Gale, new ink factory; Louisiana Orchard & Land Co. has established a creamery. City council has invited bids for paving five miles of streets; \$100,000 available for this purpose. Contract let for drainage ditch in Rose Marsh district, \$40,000. The new city hall is practically completed, cost \$65,000. The Home Realty Co. has let contract for a warehouse to cost \$5,000. The trustees of the Deering Estate, who purchased 300,000 acres of marsh land in Cameron parish three years ago, are now having these lands surveyed with a view of preparing the same for cultivation. Mess. Bolton & Co. have purchased the dry goods stock of the Eddy Bros. Under construction, Woodmen of the World Lodge building, \$4,000. Mr. F. C. Canning has purchased 11,000 acres in Cameron parish, same to be drained and colonized. The Calcasieu Merc. Co. has purchased the stock of the Gulf Grocery Co. Mr. J. E. White will build a natatorium. It is reported that the St. L. I. M. & S. Ry. will make Lake Charles its southern terminus and will rebuild the shops here. The Wilson-Tucker oil well at Vinton, La., is producing 5,000 barrels of very pure oil per day. Nine new buildings were erect-

ed in Lake Charles during the month of August; cost \$34,615. The Lacasine Irrigation Co. has purchased the holdings of the Mayville Canal Co., 5,270 acres of land, pumping plant, warehouses, canals, etc., for \$45,000. The Lacasine Irrigation Co. has completed a drainage canal at a cost of \$35,000 and will construct a canal through the land acquired from the Mayville Canal Co. Organized: The Lacasine Drainage District No. 1, to drain 20,000 acres. Construction of the Vinton Drainage Canal No. 1 began September 2d, 1912. The canal will have a length of 45 miles and a width of 50 feet, depth 6½ feet, cost \$110,000. The drainage area is 14 miles long, 9 miles wide and covers 64,840 acres. Under construction: A new flour mill, capacity, 600 barrels of flour per day.

Leesville, La. The Vernon parish school board is inviting bids for the construction of a school house.

Lockesburg, Ark. New school house under construction, cost \$10,000.

Mansfield, La. Incorporated: Rick's Realty Co., capital stock, \$10,000; Queensborough Mercantile Co., \$10,000; DeSoto Hardware Co., \$10,000. Under construction by city council: Waterworks system to cost \$56,000, and sewer system to cost \$38,000. The Home Clay Products Company has begun construction of its manufacturing plant. Oil of good quality has been found in a new well bored by the Gulf Refining Co. A fifty year franchise has been granted to the Cumberland Telephone Co.

Many, La. Incorporated: Sabine Stock Company, capital stock, \$25,000.

Marble City, Okla. The municipal waterworks system has been completed and is in operation.

Neal Springs, Ark. The McCoy Lumber Company's sawmill, which has been idle for some time, has resumed operations. The Major Stave Company is building a stave mill at this point.

Neosho, Mo. Funds have been raised here and at Joplin, Mo., for the construction of a macadamized road between the two cities. Six miles of new road have been completed at a cost of \$16,000. New Masonic building to be contracted for. H. S. Ely & Co. have completed construction of a new green house; cost \$10,000. The R. B. Rudy vineyard shipped 5 carloads of grapes, which were sold for \$3,000. The Neosho Canning Company has increased its capacity to 40,000 cans per day. A rock road from Neosho, Mo., to Granby, Mo., is soon to be built.

Orange, Tex. The American Lumber Co. of New Mexico, will build a sawmill here. The cost of the new bridge across Sabine

river is estimated at \$30,000. The E.-L. Open Bag factory, 25 employees, began operation September 5, 1912. The daily capacity is 300,000 bags. The paper used will be obtained from the Yellow Pine Paper Mill Co., located in adjoining buildings. Weaver & Sons ship yards now employ 80 men. The Orange County Irrigation Canal Co. has let a contract for the construction of 17½ miles of telephone lines. Citizens of Orange have voted a bond issue of \$20,000 for street improvements.

Noel, Mo. The flour mill of the Noel Milling Company has been rebuilt and equipped with new machinery.

Pittsburg, Kans. City improvement bonds amounting to \$37,190 have been sold. A water pipe line, 12 inch pipe, has been laid to the Normal school; cost, \$40,000. The Bell Telephone Co. will make local improvements which will cost \$50,000. Plans are being worked out for the construction of a fertilizer factory. The Ellsworth-Klaner Construction Co. is using a 300-ton steam shovel, costing \$35,000, in stripping coal beds for the Central Coal & Coke Company. This shovel will dig to a depth of 35 feet and will handle 2,500 yards of material per day. The coal production of Cherokee and Crawford counties, Kansas, for 1911, amounted to 5,826,992 tons, showing an increase of 999,036 tons over the preceding year. In all 52 mines were in operation and 9,450 miners were employed, the wages paid exceeding four and one-half million dollars. The largest single operator was the Central Coal & Coke Company, which employed 1,289 men and produced 742,418 tons of coal. The Pittsburg Smelting Co. has made extensive improvements at its works and has placed four blocks of furnaces in operation. Ramsey Bros., stone building, remodeled at a cost of \$17,000. During August seven new buildings, costing \$45,000, were under construction.

Port Arthur, Tex. City contract let for paving Proctor street, \$74,062. City water bonds, \$490,000, voted and sold to Mr. Chas. G. Gates. The exports from this port for August, 1912, are valued at \$1,105,248; the imports, \$190,878. The government boat, "Fish Hawk," will soon begin to survey and plat the oyster beds along the Texas coast. The deepening of the Sabine-Neches canal began August 2, 1912, and up to September 19th, 3,300 feet had been completed. The city council will open bids September 25th, for the construction of the DeQueen Boulevard school; available funds, \$35,000. City council has appropriated \$10,000 for two fire department stations. According to the new city directory, the postal receipts of

Port Arthur for 1911, were \$19,404.75; the assessed valuation of the city, \$4,715,008; the value of the tonnage handled, \$43,274,166; the monthly pay-roll, \$250,000, and the annual pay-roll of the oil refineries, \$1,710,000. The U. S. Engineering Department requests bids for the widening of the ship canal from 75 to 150 feet, and the enlarging of the turning basin, so as to add 600 by 1,700 feet to the present area of the basin. Rock work to the approximate cash of \$150,000 is to be done on the east jetty. The city has voted \$19,000 bond issue for street improvements, which have been contracted for. Mr. A. A. Pevoto has purchased 2,434 acres of Johnson bayou land for \$6.50 per acre. New construction: N. M. Barnes, new dwelling, \$6,000; Deutser & Co., warehouse, \$10,000. The foreign export of cotton seed products mill amounted to 86,000 tons. The July oil shipments were as follows: Foreign, 300,000 barrels refined; American ports, 400,000 barrels refined. Import, 310,000 barrels of crude oil.

Poteau, Okla. City council has invited bids for the construction of 22,630 feet of street curbing and 41,400 yards of street paving. Messrs. Daniel & Goode are building a brick livery barn. Incorporated: The LeFlore County Gas & Electric Co., capital stock, \$25,000. The Central Coal & Coke Co. has purchased the Sutter Mines. A new gas well with 10,000,000 cubic feet daily capacity and 425 pounds rock pressure, was brought in August 9, 1912. The well is one and one-half miles from town. Of the earlier wells in operation, one has a flow of 5,000,000 and another 3,000,000 cubic feet per day.

Shreveport, La. Incorporated: Fairside Development Co., oil, capital stock, \$50,000; Cedar Grove Oil & Gas Co., \$100,000; Cross Lake Oil & Gas Co., \$20,000; Quick Seven Oil Co., \$20,000; Natural Oil & Gas Co., \$25,000; Commercial Gas & Oil Co., \$100,000; Dorian Aeroplane Co., \$10,000; Louisiana Cash Store Company, \$30,000; New Natatorium Company, \$30,000; Quinn & Athen's Journal Jack Attachment Co., \$150,000. The M. L. Hudson Lumber Co. will establish a plant to manufacture kitchen tables, etc. cost \$15,000. Orme Motor Co. has built a new garage, \$8,000. Messrs. Tehulsky & Friedman have remodeled their store building, cost, \$6,000. The Fulton Mfg. Co. has begun construction of a stirrup factory. The Elk Lodge building has been completed at a cost of \$80,000. Contract has been let for the construction of the Youree hotel, cost \$300,000. Contract let for Country Club house, \$50,000. The Timpson Handle factory has begun construction of its factory buildings; the plant will employ 40 people when in operation. The Red River Valley

Bank & Trust Company, capital stock, \$500,000, has opened up for business. A thirty-room hotel has been completed at Cedar Grove. The Caddo Window Glass Company resumed operations October 1, 1912, and the new fruit jar and bottle factory was placed in operation at the same time. The Shreveport Traction Co. is building extensions to Allendale and Cedar Grove. The sale of \$50,000 bridge bonds has been authorized. The Louisiana State Fair has constructed a swine barn at a cost of \$10,000. A city contract has been let for the construction of a 100,000-gallon steel tank and 4,500 feet of six-inch water pipe. Under construction: The Shreveport Golf and Country Club buildings, cost \$33,000. Five miles of rock road between Shreveport and Mansfield are now being built. Bids have been asked by the city council for the construction of 90,000 square yards of street paving. Fifteen miles of street paving contracted for by the city have practically been completed at a cost of \$450,000. The Caddo Levee Board has leased to the Gulf Refining Co. and others, 600 acres of oil lands for \$7,825. The Shreveport Business College, B. Marnix, manager, has been opened to students. The Singer Manufacturing Company of Cairo, Ill., it is reported, will build a large sawmill and veneering plant at Talula on the V. S. & P. Ry., where this company has purchased 65,000 acres of timber lands. Chicago investors have purchased a plantation of 1,600 acres in Bossier parish for \$70,000. The Scottish Rite Masons have purchased the ground on which to build a Masonic Temple to cost \$100,000. The city council is negotiating for the purchase of the plant of the Shreveport Waterworks Co., valued at \$607,638.94. City building permits granted July, 1912, number 112; value \$119,567; August, 1912, number 448; value, \$425,888. Dr. S. L. Christian has purchased the McMillan plantation, 2,000 acres, six miles east of Shreveport, for \$40,000. Under construction: New school house at Cedar Grove. Messrs. Agers & Josey have secured a gas well with 2,000,000 cubic feet capacity at a depth of 500 feet. Contract let for a Country Club house, cost, \$50,000. The tax assessment of Shreveport for 1912 is \$25,044,498. The Toyah Oil Co. of Fort Worth, Tex., has purchased 6 acres of oil lands near Mooringsport for \$6,000. Oil land leases: J. M. Holliday, 1,500 acres near Blanchard; Standard Oil Co., 11,400 acres; J. C. Trees Oil Co., 750 acres; Gulf Refining Co., 200 acres; J. C. McCue, 750 acres; J. D. Wilkison, 220 acres. The ordinary rental is from \$1.00 to \$5.00 per acre, and royalties to be paid when oil is found. The Cross

Lake Oil Co. has leased 100 acres, rental \$15,000. Mr. J. B. Graves has purchased the Cotton Point plantation for \$200,000. Adjoining the city over 1,000 acres have been leased for oil prospecting. Mr. B. F. Rogers has purchased 5,873 acres of oil land for \$5,873. Building permits, January to June, value, \$568,751. Under construction: N. L. Hudson Box Factory at Cedar Grove. This suburb now has (August 1, 1912) 137 dwellings, two hotels and seven store buildings in course of construction.

Siloam Springs, Ark. Bowman & Shepard Cannery, capacity 3,000 cans per day, completed and in operation. A bath house has been added to the Blumenthal sanitarium. Fowler & Owens have built a new garage. The peach shipments from this point amounted to 54 carloads, valued at \$16,000.

South Mansfield, La. Incorporated: De Soto Gin Company, capital stock \$10,000; in operation September 30, 1912. New merchants: M. W. Oakley, second hand goods; O. L. Holloway, drugs. The new planing mill of the Logan Lumber Co. has been put in operation.

Stilwell, Okla. The Raffman Stave Mill, cutting 8,000 staves per day, is now in operation. The Graham hotel has been completely remodeled and has been supplied with steam heat.

Sulphur Springs, Ark. J. B. Murdock's new cannery has turned out a product of 5,000 to 10,000 cans per day during the season.

Texarkana, Ark.-Tex. Incorporated: Ramage Brokerage & Commission Co., capital stock \$25,000; Germania Oil & Gas Co., \$100,000; Pender, Morris & Co., new dry goods concern. The Texarkana Shingle Creosoting Company has been reorganized with \$10,000 new capital and the factory has been placed in operation. The new high school on the Arkansas side of town has been formally opened; cost, \$100,000. New cotton gin built on Watts' place, capacity, 90 bales per day. Contract let for construction of Meagher hospital, \$70,000; building, cost, \$150,000. Funds available for construction of Magher hospital, \$70,000. The Southwest Telephone & Telegraph Co. is making extensive improvements. Miller County, Ark., has sold \$20,000 school bonds. Mr. A. R. Bennett of Terre Haute, Ind., has purchased 760 acres of land at \$10 per acre. The Fairview Methodist church has let contract for a new church building to cost \$10,000. New high school building completed and accepted; cost \$65,000. The Schwarzschild & Sulzberger Company will erect a packing house here, same to cost \$25,000. Mr. Chas. F. Breen of Illinois, has pur-

chased 600 acres of land for \$5,800. The number of fruit cars re-iced at this point up to September 1, was 8,742. Capt. H. Boddy of Henrietta, Tex., has purchased 4,000 acres of cut-over bottom land in Miller County, Ark., for \$60,000. A franchise has been granted to the Mackay Cable & Telegraph Co. Part of State Line avenue is to be paved at a cost of \$7,919.

Van Buren, Ark. The Nelson cannery has been in operation during the season and is reported to have worked up about forty carloads of fruit. Mr. Wm. Kirchman has installed a plant to excavate sand from the Arkansas river.

Vivian, La. During the month of July there were completed 26 oil wells, with a daily output of 2,093 barrels of oil.

Waldron, Ark. Mr. N. V. Irvine has installed and operated a canning factory.

Westville, Okla. Incorporated: The Westville Mining & Development Co., \$5,000.

Watts, Okla. Incorporated: Guarantee State Bank, \$10,500.

Wilton, Ark. S. S. P. Mills & Son have under construction a new brick business building.

Zwolle, La. Incorporated: Sodus Mercantile Co., \$6,000. The Progressive Lumber Co. has purchased the holdings of the Hale-Gibson-Driver Lumber Co.

The incumbent of an old church in Wales asked a party of Americans to visit his parochial school. After a recitation he invited them to question the pupils, and one of the party accepted the invitation.

"Can you tell me," he said to a rosy faced lad; "can you tell me who George Washington was?"

"Iss, sir," was the reply. "'E was an American general."

"Quite right. And can you tell me what George Washington was remarkable for?"

"Iss, sir. 'E was remarkable 'cose 'e was a 'Merican and told the truth."—Youth's Companion.

A keen-eyed but obviously scantily educated mountaineer led his gawky, overgrown son into a country school house, according to the Youth's Companion.

"This here boy's arter larnin'," he announced. "What's yer bill o' fare?"

"Our curriculum, sir," corrected the school master, "embraces geography, physiology, arithmetic, algebra, trigonometry—"

"That'll do," interrupted the father. "That'll do. Load him up heavy with trigonometry. He's the only poor shot in the family."

K. C. S. Railway Employee's Supplement

F. E. ROESLER, Editor

The recent political campaign has brought under discussion numerous problems and their theoretical solutions, which usually result in creating a scapegoat and charging said scapegoat with all the ills that human flesh is heir to. The political economy of the professional politician is fearfully and wonderfully made and in a quadrangular fight the rule appears to be to hit a head whenever you see one. If the innocent bystander gets a few whacks, that happens to be his misfortune.

The high cost of living, as we find it now to exist, has naturally set many to speculate on the causes thereof, and apparently there are as many reasons for high prices as there are people who try to figure out the why and wherefore. The free trader naturally finds his solution of the problem in the tariff laws; others seek a solution in the theory that there exists an excessive production of gold, and that for that reason gold has become cheaper and that it requires more gold dollars to buy a commodity now than it did when gold dollars were scarcer and more valuable. As the paper circulation is based on gold values, it naturally requires more paper dollars to buy the commodity. Another reason advanced is that our standard of living is too high, that we use too much of what we don't need, etc., but this line of argument is not popular. Retrenchment and reform is good enough when applied to someone else, but is not good for home consumption. There is some honest thinking on the part of the man who pays the bill and who would naturally like to know where his money goes to and who gets it. The desired information is furnished in copious measure and various reasons are given, but the preferred reason is the cost of railway transportation. The railways are made the scapegoat, because they are generally too busy to devote much of their time to refute or combat statements made by irresponsible parties. The price of scarcely any article of common use can be questioned without reply being made that the reason for the high charge is the freight rate, though the par-

ticular commodity may have been produced where the question was raised. We buy a suit of clothes and the price seems higher than it was a few years ago. The merchant tells us, for example, that he has to pay \$60 per ton to ship clothing from New York. This is apparently a terrific arraignment. The freight rate is quoted by the ton, but the price is quoted to the consumer by the suit. The merchant may have told the truth, the whole truth and nothing but the truth, but if he had quoted the freight rate on that particular suit it would only amount to nineteen cents per suit, which would not in any manner account for the 100 per cent profit made on it. The same applies to shoes, but the consumer does not buy shoes by the ton and the freight rate on a pair of shoes is less than five cents. The consumer who has no idea how many suits of cloths or pairs of shoes make a ton is shocked when he hears of a freight rate quoted by the ton.

The testimony submitted at a hearing before Examiner Mackley of the Interstate Commerce Commission in Topeka, Kans., recently involving freight rates from the Mississippi River and eastern points brought out the following: In eighty-six of the towns on the list fourteen pounds of sugar are sold for a dollar. In towns where the freight rate from St. Louis is as high as seventy-six cents a hundred pounds sugar sells at fourteen pounds for a dollar, the same as in towns where the freight rate from St. Louis is only thirty-one cents a hundred. The difference in freight rates made no difference in the selling price. The price for New York cream cheese is twenty-five cents a pound in eighty-nine of the ninety towns on the list, yet the freight rate from St. Louis ranges from fifty-two cents a hundred to one dollar and twenty-seven cents a hundred, according to distance. Navy beans sell for six or seven cents a pound all over Kansas, while the rate ranges from fifty cents a hundred to one dollar and one cent a hundred. Starch sells for ten cents a package or three packages for a quarter, yet the freight rate varies

from thirty-eight cents a hundred to one dollar and three cents a hundred. It was found that standard six-foot binders, weighing 1,750 pounds, sold all over the state for \$130, although the freight rate on this class of machinery varies from twenty-three cents to sixty-eight and one-half cent a hundred pounds. The freight charges vary from \$4.14 per machine to \$12.24, yet the price is the same. Farm wagons of standard makes, 3¼-inch axle, weighing 1,200 pounds are selling for \$85 regardless of the distance from St. Louis, although the freight rate varies from thirty-five cents a hundred to seventy-three and one-half cents a hundred. The prices mentioned were current on March 12, 1912. It should be apparent to the consumer that with uniform prices and varying freight rates he is either paying too much or too little for the articles he buys.

Taking Chicago as a basis point: Beef shipped from Kansas City has a freight rate of two mills per pound, a suit of clothes from a New England state pays a freight rate of three or four cents, shoes from Boston to Chicago two cents per pair, a sack of flour five cents, a suit of underwear from New England five mills or half a cent.

Taking Kansas City as a basis point: Much of the flour consumed in Kansas City is handled from points in the vicinity of Salina, Kans., and Minneapolis, Minn. The rate from Salina is 12½ cents, from Minneapolis 14 cents per hundred pounds. The rate from Kansas City to Beaumont and Port Arthur is 36 cents, indicating that the freight rate on an ordinary twenty-five pound sack of flour from Salina is 3¼ cents, to Lake Charles 9 cents.

The rate on shoes, clothing and hats from New York City or Boston to Kansas City is \$1.43 per one hundred pounds, indicating that the freight charge on a single hat would be approximately 1½ cents, a suit of clothes 28 cents, a pair of shoes 3½ cents.

The express charge on a dozen eggs is approximately for 200 to 250 miles one cent per dozen.

The rate on strawberries from the vicinity of Neosho to Kansas City is 35 cents, 9 cents per crate of two dozen boxes, or much less than one cent per box.

The rate on coffee and sugar from New Orleans to Kansas City is 35 cents per hundred pounds, indicating a freight charge of one cent for every three pounds of coffee or sugar.

The rate on packing house products and fresh meat from Kansas City to the greater part of Texas, that is, points east of San

Antonio, San Angelo and Chillicothe, Texas, is 60 cents per hundred pounds, indicating a freight charge of six-tenths of a cent per pound. The freight charge from Kansas City to Shreveport and Lake Charles is 42 cents per hundred pounds, indicating a slight charge of over four-tenths cents per pound.

The rates on shoes, clothing and hats from Kansas City to four-fifths of the State of Texas, including Beaumont and Port Arthur, is \$1.47, indicating a freight charge of 1½ cents per hat, 28 cents per suit of clothing and 3½ cents per pair of shoes.

The rate on potatoes from Southern Texas and Louisiana to Kansas City is 40 cents per 100 pounds, or 24 cents per bushel; from Colorado 35 cents or 21 cents per bushel; from Wisconsin 25 cents or 15 cents per bushel.

The producer knows what he gets for his commodity; the consumer knows what he pays for it; the transportation charges are a known quantity. Who then gets the difference?

Personal.

Mr. E. H. Holden, for several years superintendent of the Southern division of the Kansas City Southern Railway, with headquarters at Texarkana, and who by virtue of that office was also general superintendent of the Texarkana & Fort Smith Ry., was promoted August 1st as general superintendent of the Kansas City Southern Ry., with headquarters at Kansas City, Mo., and assumes the duties heretofore belonging to the general manager. Mr. Holden came to the Kansas City Southern Ry. from the Missouri Pacific some six years ago, working in the train despatcher's office at Pittsburg, Kans. He was transferred to the southern division and became chief despatcher, and later became train master and after that was appointed superintendent of the southern division.

Mr. O. Cornelisen, who about a year ago resigned as superintendent of the Kansas City Southern, with headquarters at Pittsburg, has again accepted the position and this morning will succeed C. J. Burkholder, who resigned last week.

The new superintendent is popular among railroad men, and the announcement of his return to Pittsburg was received with pleasure by his former associates. He began his railroad career with the Chicago Great Western, where he rose from operator to general superintendent, resigning from that position to become superintendent for the Southern.

Mr. J. E. Fairhead was appointed superintendent of car service of the Kansas City Southern Railway. Mr. Fairhead was formerly chief clerk to Mr. J. E. Muhlfield, vice-president and general manager, upon whose resignation the office of general manager was abolished and the office of general superintendent was created. Mr. E. H. Holden, division superintendent with headquarters at Texarkana, was promoted to the new office. The office of superintendent of car service had been vacant since April, when Mr. C. L. Vaughn, who had held the place only one week, died. Mr. J. M. Prickett, who was secretary to Mr. Muhlfield, was appointed secretary to Mr. Holden.

The Railway Age Gazette, last issue, contained the following write-up of the career of R. R. Sutherland, who was recently promoted from trainmaster of the Kansas City Southern railroad at Shreveport to the position of superintendent at Texarkana. Mr. Sutherland's photo accompanying the article:

"Robert Royal Sutherland, who has been appointed superintendent of the Kansas City Southern, with offices at Texarkana, Texas, as has been announced in these columns, was born September 18, 1859, at New London, P. E. I., Canada, and was educated at the Scotsburn Grammar school, Nova Scotia. In January, 1873, he began railway work with the Union Pacific. Until 1881 he was consecutively telegraph messenger, station helper, track laborer, clerk, telegrapher and station agent, and from 1881 to 1890 he was traveling auditor, chief dispatcher, trainmaster and assistant superintendent. For eight years from 1890 he was superintendent. In 1898 he left the Union Pacific, and during the next twelve years he was with the Chicago, Rock Island & Pacific; the Chicago, Cincinnati & Louisville, and the Denver & Rio Grande, as trainmaster, assistant superintendent and superintendent. In September, 1910, he went with the Kansas City Southern as trainmaster at Shreveport, La., which position he held at the time of his recent promotion to superintendent at Texarkana."

Mr. W. H. Borden, of the electrical department of the Southern, has been promoted to the responsible position of chief electrician for the entire system and assumed the duties of his new place this week. Mr. Borden came her from the Cincinnati Southern nearly four years ago and took a position at the shops and has, by his ability, worked himself up to his pres-

ent position, which is as high as he can go in the service of the company in that department.

Mr. R. A. Sullivan, of Shreveport, has arrived in Texarkana and will assume the duties of chief dispatcher of this division of the Kansas City Southern railroad today. Mr. Sullivan is about 35 years of age and has a family. They will move to Texarkana in a short time.

Mr. L. C. Williams, formerly city passenger and ticket agent at Fort Smith, has been appointed traveling passenger agent with headquarters at Kansas City, Mo.

From a laborer in the "razor back" gang to a machine shop foreman in nine years is quite a step and one not often accomplished, but when it does happen it shows what can be accomplished by close attention to business and the duties handed out by the boss. This has been done over in the Southern shops. Nine years ago C. L. Deckard, who had been the operator of a small coal mine, to his sorrow financially, was looking about for something to do, and finally landed a job on the razor back gang at the shops at the wage of \$1.50 per day. It was not much money, but Deckard was glad to have even that. After a time in this work, he concluded that he might become a machinist and, being a born mechanic, he tackled the task and really did become a machinist with a diploma as good as any of them. He then went to work in the shops earning machinists' wages. About a year ago he again was given a promotion and made shop foreman, which position he holds now. Foreman Deckard was reared in Crawford County and all the time has lived in Girard and Pittsburg.

Mr. E. E. Smythe, who for years was general freight agent for the Kansas City Southern, has been appointed traffic manager for the Missouri & North Arkansas, with headquarters in Eureka Springs, Ark., to succeed C. D. Whitney. The appointment was effective November 1. After leaving the Kansas City Southern Mr. Smythe was traffic expert for the Kansas public utilities commission, from which position he resigned last June. He has been engaged in looking after the preliminaries of a proposed inter-state electric line that was contemplated out of Springfield, Joplin, Pittsburg, and as far west as Wichita, and having finished the work that was assigned

him by the promoters, he was at once tendered the position vacated by the resignation of Mr. Whitney from the M. & N. A.

While he was with the Kansas City Southern, Mr. Smythe's headquarters were in Kansas City, and there was at no time during his long term with the Southern as its general freight agent a better known official on that road.

As traffic manager for the M. & N. A., he will have charge of the freight, passenger and express business. The railroad extends from Joplin to Helena, Ark., a distance of 400 miles, passing through some of the finest agricultural, timber and mining territory in North Arkansas. The general offices of the road are located in Eureka Springs, but the road is now in the hands of receivers, who are George Sands, Jesse McDonald and W. S. Holt, all of St. Louis, and they have put the road on a paying basis and have been making extensive purchases of equipment, among which are two up-to-date motor cars with trailers to help take care of the passenger business.

The news of the appointment of Noten D. Ballentine, who was recently appointed from the position of superintendent of the car service of the Rock Island line to assistant to the second vice president, to give special attention to transportation matters, was received here in the office of the Southern, among those who knew him in other days, with much satisfaction and good wishes. His railroad career with the Kansas City Southern was one of honor and ability and he was regarded as a coming young railroad man and his associations with the business men of Pittsburg were very friendly. He was born in Booneville, Mo., in 1872, and began railroading with the old Kansas City, Fort Scott and Memphis in Booneville, and was with the road when he went to the Frisco and in 1896 when he went to the Manitou and Pikes Peak road as ticket agent and traveling auditor. In 1898 he came to the Kansas City, Pittsburg and Gulf as secretary to the general manager and from July, 1899, to September, 1903, he was superintendent of telegraph, and from then until 1906 he was superintendent of transportation of the Kansas City Southern, the successor to the Kansas City, Pittsburg and Gulf. In 1910 he went to the Rock Island as superintendent of car service, from which position he has just been promoted.

Patrick Gratton, who has been with the Kansas City Southern ever since it was built as the Kansas City, Pittsburg and Gulf road and was the first roadmaster the line ever knew, has resigned the position and will for the present retire from railroading after a service of over thirty years. Mr. Gratton has been continuously in the business during all the time since he first became a section hand many years ago, and has filled the positions of section boss, roadmaster and general roadmaster during that time. He filled the latter position a greater length of time than any of the others and is credited with being the best track man in the West. He was the general roadmaster of the Kansas City Terminal and the Northern division of the Kansas City Southern but at one time held the position on the entire line from Kansas City to Port Arthur, Tex. He was well liked by all of the employees.

Mr. Gratton has been succeeded by M. A. Box, who for the past four years has been the general roadmaster of the Texarkana and Fort Smith, in connection with the Kansas City Southern. He will also be the general roadmaster of the Arkansas Western, a feeder of the Southern. He has moved his offices to Pittsburg and will occupy the room where the trainmaster's office was located and the trainmaster's office has already been moved down stairs, adjoining the division superintendent's office, on the south side of the building. Mr. Box moves here so he can be nearer to his territory. He has been succeeded by R. H. Gaines, division engineer of the Kansas City Southern and chief engineer of the T. and Ft. S. at Texarkana.

SWITCH SHANTY GOSSIP.

Better Change Sides.

One time it is related that John Ryder, passenger engineer on the Kansas City Southern, was an engineer on a Southern road where they have negro firemen, and while he did not stay long he had his experience just the same. One day he took out a new fireman and when the engine started from the terminal with its train, Engineer Ryder noticed it had 200 pounds and the indicating hand was pointing towards him, which was according to regulations. "See the way that hand is pointing?" asked Ryder of the new fireman.

"Yes, sah, I does," answered the fireman. "Well," continued the man at the throttle, "You want to keep that hand pointing at me all the time." The train ran along for fifteen miles when the steam began to go down and was not noticed by Ryder for he had a light train. The fireman watched it intently and eventually it began to point towards the fireman's seat and finally he stepped over to the engineer and tapping him on the arm, said: "Say, cap, ah 'spects you better get over on this side awhile."

WERE OLD "SCHOOLMATES."

So a Bunch of Tramps Rode Into Kansas City Unmolested.

The subject being discussed around the switch shanty yesterday afternoon was hoboes, and how to handle them. The party was made up of brakemen and conductors.

"I'll never forget one time when I was making my first trip with Billy —, as a brakeman," said one of the conductors, "for it showed that he was a white fellow if he was gruff. We were pulling out of the north end of the yards going north with a heavy drag. I had climbed up into the cupola and took my place in the lookout seat when Billy came up and said there were six or seven hard looking hoboes aboard the empty box car six cars ahead and told me to go over and tell them that they would have to hop off at the first stop. I picked up my lantern and walked over the train to the car where they were. There was an end door in the car and down through that I crawled and as soon as I got on the inside and before I had sized up the bunch I flashed my lantern around the car onto the bunch and bawled out 'where are you fellows going.' They shuffled to their feet, some of them, while the others did not move.

"Goin' to Kansas City," said a big burley fellow in a bass voice.

"No you ain't," said I. "You'll have to hop at the first stop that is coming close here."

About that time the big burley fellow jumped in front of me and when I undertook to look into his face, it was hidden behind the muzzle of revolver that looked big enough to drive a load of hay into it.

"Go on back to the shack, we don't need you. You had better get before your name is rubbed from the pay roll," he said.

I went and climbed up into the caboose and sat down again.

Billy asked: "Are they going to get off?"

"No," I said. "They can ride as far as they want with me for they are all old school friends of mine."

Billy commenced climbing down from his seat, swearing something that sentiment had nothing to do with running his train. He was apparently mad as he went out of the caboose and over the tops of the cars. I saw his light disappear as he climbed through the same end door I did. About that time the train stopped for a crossing and I did not see him again until the wheels commenced to roll over the crossing when his lantern appeared on top of the car between the empty box car and the caboose. He had got out by the side ladder. He came in and climbed up along side of me in the cupola and began to look over his way bills without saying a word. Finally I asked if they got off. He never looked up as he answered. "No, every one of those fellows are old college chums. Let them ride into Kansas City or anywhere else they want to."

That was all that was said about the little affair but always after that when we would have a load of hoboes he would say kind of compromising, "Go and see if those fellows went to school with us."

WHAT PAY ROLL MEANS.

"It has probably never entered the minds of the Southern railway employees that they furnish practically one-third the population of Pittsburg," remarked an official of the road yesterday afternoon, "but it is nevertheless a fact. It can be figured out easily for the year. On an average with the good times and the slow times at the shops, it can be estimated that there are all the year round, at least 900 men employed at the shops aside from the office force, and these taken with the train men, track men and construction department make the number easily total 900 more, which will make 1,800 employees who live in Pittsburg and draw their subsistence

from the Kansas City Southern railway company."

The calculation was not carried far enough to show up his argument. Estimating that there are three in the family of every one of the 1,800 employes, or estimating that one-half of them are at the head of families averaging five members, it would mean that 5,400 or nearly one-third of Pittsburg's population, are dependent upon the Kansas City Southern pay roll for their living. Estimating that each family will average \$5 per week grocery bill, not saying anything about the meats, computing on the average of three to each person, it requires \$9,000 each week. The meats will average about \$4 per week and it would require \$7,200 worth of meats each week to feed the Southern's large family. The grocery and meat bills for the week aggregate \$16,200 and for each month it would be \$64,800, and twelve times that would make the annual amount of the two bills, or \$777,600. The amount spent outside for clothing, shoes, pleasures and luxuries, as well as the necessities of life, will increase the amount of Southern money spent by its family in Pittsburg to over one million dollars. These estimates do not include the office force in all the departments, which would increase the number of employees over 200.

HE FLAGGED A BULL.

But It Was Unintentional on the Part of the Rear Brakeman.

"Did you ever shake a red flag in the face of a male bovine?" asked the rear brakeman who will become a conductor in a short time, to the boys gathered together on the platform of the passenger depot yesterday afternoon. "If you never did, you do not know what effect it will have upon him. Next to the last trip I went to flag the section following us near Gravett and a short distance from where I got down from the hind end of the caboose, was a road crossing. As I crossed the road carrying my flag open and fluttering in the air like a battle flag, I noticed not a hundred feet away, coming my way, one of those big fellows that look bad at any time. He saw the red flag and came after me, plunging along full of fight. I cleared the cattle guard and looked back over my shoulder to see him fall into the guard.

He did not fall through but cleared it like a circus horse going through a hoop and came tearing up the track after me and the red flag. I was two hundred feet over the limit of two hundred for flagging purposes and the big fellow was gaining on me. Finally I dropped down the bank and through the barbed wire fence at the bottom and stopped to look around. He was standing on the bank looking at me and occasionally pawing up a cloud of dust. I heard the engine of the train following whistle and then it began to give the stock whistle and then I heard the air. The bovine had done my flagging for me but not with the red flag. I crawled through the wire fence back towards my own train and crawled onto the hind end and watched the brakeman drive the flagman from the track and he went quietly and easy. He had lost the red flag and become gentle again."

Pension Plan for Engineers.

The Brotherhood of Locomotive Engineers have adopted a pension plan for members of the order. The pension system is optional with members. Engineers under 30 years of age are to pay 50 cents a month for five years and then \$1 a month. Members over 30 years will pay \$1 a month for five years and then at the rate of 50 cents more a year. No engineer will be entitled to a pension unless he has been a member of the insurance department of the brotherhood for five years and pensions will be allowed only for total disability or on retirement at the age of 60, the amount being graded from \$40 to \$60 a month, according to service.

Long Service on Roads.

The Pennsylvania railroad has issued a report showing that there are now on its pay rolls 489 men who have been in the service of the company for over fifty years; 2,040 active employes who have served the road for forty years, and over 1,500 of over forty years of service who are on pension. One employe has worked for the company sixty-six years.

The report of the company shows that it has in active service 4,717 employes who are between the ages of 60 and 70 years. The company has eight employes on pension who are over 90 years old. Andrew Abels is the oldest employe. He is 95 years old and prior to his retirement was employed by the railroad as a clerk.

A census recently made of Pennsylvania railroad officers shows the following: Of 178 officers included in the railroads' official biographical list, 171, or 96 per cent, have been with the company all of their business life. Of the 178, those who received a college education number eighty-four, or approximately 50 per cent. The seven cases where officers have not been in the service of the railroad the entire time since leaving school include such as required special training which the railroad did not offer.

City Southern is no exception to the rule. For instance, here is "Agnes" (Clint) Miles, "Bub" (Robert) Lynch, "Spike" (James) McFarland, "Slim" (Grant) Schirk, "Maud" (Pat) O'Connell, "Stingy" (George) Greenwood, and a long list of others too numerous to mention. "Skeeter," "Slats," "Mollie," "Josie," "Scrap," "Scrappy," "Grouch" and so on. The amusing part of it to an outsider is that the boys answer to their nicknames quicker around the shops than they would to their own.

The Kansas City Southern Band at Pittsburg, Kans.

Some five or six years ago, the K. C. S. shops had a musical organization of 24 pieces which, on special occasions, was increased to 40 pieces. It was a popular band and well known at many towns between Kansas City and Shreveport, La. It was an efficient and active organization for several years, but in course of time many of the members moved away and through lack of interest the organization was abandoned for a time. A new band has been recently organized under the leadership of "Shorty Carter," who found on investigation that there was a large number of good players in the shops and that an up-to-date organization could be formed without much difficulty. The new K. C. S. band practices three times a week now and will give free concerts in the city park and take part in other entertainments.

The shop employes also have a glee club of fifty good voices. Seven of the best drilled voices in the shops form an organization which promises to become one of the best vocal clubs in the State of Kansas. There are several chess and whist clubs, and football and baseball teams have been maintained for a number of years.

Machinist Harry Mounts says for nicknames the Kansas City Southern shop bunch can come as near the top rung as any place he ever worked. He had hoped to get away without a nickname, but when he felt the most secure he was accosted with "Sput" one day, and now through force of habit he answers to the name as readily as he did to his correct name.

Nicknames can be found everywhere, but not so plentiful as they are heard around a railroad machine shop, and the Kansas

For Student Brakemen.

Here are a few notes of instruction to student brakemen, which are submitted by one of the best known officials on the Kansas City Southern, which he believes, if they are followed out closely, will soon make a full fledged brakeman of the student.

No. 1. Learn to cuss the engineer the first thing. It makes a good impression on the natives and also impresses the conductor with your ability.

No. 2. Always try to beat the conductor to the office whenever a stop is made; he may need your help in understanding the orders. Don't worry about a possibility of a little thing like a brakebeam being down or a hot box. These defects will always make themselves known if you will give them time.

No. 3. When working with a long string of cars or around a curve always get as near the rear end as possible. The conductor may need your advice about doing the work; the engineer is supposed to guess at what you are doing and are about to do.

No. 4. In making a coupling to other cars, always wait until they are about one-half car apart. Then give the engineer a washout signal and swear violently if he gets a lung. He ought to have had sense enough to know what you wanted to do.

No. 5. When you take off a defective air hose, throw it as far as possible from the right-of-way; it will save you the trouble of taking it to the caboose and prevent any possibility of the trackmen finding it to send in. Bear in mind that the company is rich and there are plenty more in the store room.

No. 6. Don't worry about little things like leaks in the train line. God furnishes the air and the company the pump. It's

not your business anyway; the inspector is paid for this.

No. 7. Don't fail to express your opinion of the dispatcher if he lines up any extra work for you. The sole aim of the company running freight trains is to enable you to meet the pay car.

PITY THE DISPATCHER.

The Busiest Man on the Line.

The chief dispatcher is the storm center—the dividing line between past mishaps and the present happenings. No person should say or do anything that would add one atom to his duties for he has enough. He is the busiest of the busy, and there is no one who has to think as many times to the square inch, make as many important decisions the minute or change his plans as many times a day as he. He always has the information you want on his tongue's end and gives it to you. In the same breath he tells some brakeman's wife when her husband's train will be in, and what time No. 4 will meet 58 at some point down the road as fast as his lips and tongue will move. When he closes the door to the dispatcher's office he shuts out the sound of the telegraph instruments, throbbing for the man following with the details of the day's business and he passes down the hall and hears the typewriters rattling, it indicates to him that he will soon be away from them for a rest. Things that came over his wires during the time he was on duty are being transcribed to letters to be sent to headquarters. He knows all of this but he pays no heed to them. He had done his work conscientiously and loyally and feels no regrets over his work as it goes along day by day. Engine failures, car shortages, delays, washouts, fires, derailments and a few other little things to the outsider, are a portion of his thoughts during his trick. So don't say the dispatcher has one of the snaps of the road.

Shops and Equipment.

Kansas City Southern Railway Improvements at Shreveport, Louisiana.

The maintenance of a division terminus and the repairs, improvements, betterments,

etc., incident to the same usually aggregate a tidy sum in the course of a year or two. There is never a time in which an alteration or improvement cannot profitably be made for the good of the service, and in this Shreveport forms no exception.

At the Shreveport union depot general repairs of the buildings and grounds were made, consisting of new toilets in the basement, repainting the interior, remodeling the news stand, building a new fence along the parking, a lattice around the eating house, etc., etc., and sidetracks at the depot. The cost of these repairs was \$6,223.06.

At the Shreveport shops the betterments were extensive and provided new facilities for the mechanical department, including a new roundhouse, machine shop, turntable, car repair shed, power house, wood working shop, storehouse, material platforms, etc., etc. The new facilities for the transportation department have been completed. These include two 100,000 gallon capacity water tanks with the necessary pipes, pumping apparatus and water cranes; a fuel oil system consisting of a 20,000 barrel oil storage tank, 750 barrel oil delivery tank, oil skimmer, oil unloading vat, oil pipe lines and oil standpipes; necessary tracks; air and water line for cleaning coaches, and other miscellaneous structures.

A viaduct over the shop yards at Harriet avenue has also been completed. There is now contemplated an eight-foot board fence around the entire shop layout. There is also under way at the present time the entire rearrangement and extension of tracks and reduction of grades in the West Shreveport yards. The cost of these improvements from June 30, 1911, to August, 1912, was: For mechanical department facilities, \$578,524.13; for the water supply system, \$13,770.29; for the fuel oil system, \$4,577.23; for sand storage and drying apparatus, \$1,713.85; miscellaneous, \$202.01; total, \$598,787.51.

Tracks have been constructed to serve the Caddo Oil refinery, Shreveport Bottle & Glass Company at Cedar Grove, and there are contemplated at this time tracks for the Timpson Handle company and the Allen Manufacturing Company, and also the construction of a platform. A crossing alarm bell has been installed at Wilson street. A new freight platform at Battle street freight house has been completed. Four ton wagon scales have been installed; a track was constructed to serve the Independent Ice & Cold Storage Company, and a platform for the handling of heavy freight was built. Among the improvements contem-

plated at this time are a reinforced concrete viaduct at Murphy street, a ten ton crane at the freight house and the installation of water service on the "Horn Line." The cost of the contemplated trackage has been for 1,000 feet of siding to serve the Caddo Oil & Refining Company, \$1,375.45; 750 feet spur tracks to serve Shreveport Bottle & Glass Company, \$763.22; 1,500 feet of spur tracks to serve various parties, \$1,860.60; total, \$2,999.47. The total cost of all the improvements from June 30, 1911, to August, 1912, was \$608,009.84.

The local pay-roll varies more or less each month, being larger some months than others. For the month of August, 1912, the pay-rolls at Shreveport were as follows: Station pay-roll, 40 employes, amount, \$2,430.09; mechanical department pay-roll, 387 employes, amount, \$23,732.88; store department, 15 employes, amount, \$775.65; trainmen paid in Shreveport, 54, amount, \$3,148.39; enginemen paid at Shreveport, 56, amount, \$4,491.72; yardmen, 43, amount, \$2,988.83; miscellaneous, 46, amount, \$1,808.40. Total number of employes August, 1912, 641; amount wages paid, \$39,375.96. During the same month in 1911 the number of men employes was 914, amount, \$50,360.80.

The Kansas City Southern Railway Co. has ordered thirteen hundred new cars, one thousand of which are coal cars built by the American Car and Foundry Co. of St. Louis, two hundred are automobile cars built by the Mt. Vernon Car Company, Mt. Vernon, Ills., and one hundred are flat cars built by the Bettendorf Axle Company, Bettendorf, Iowa. The new equipment will have all steel under frames and in every way will be of the latest type of cars now being made at any of the car foundries. The first installment of these cars is expected to be delivered about the latter part of December, 1912.

The need for additional power, due to the enlarged business of the railway, has made it desirable to order fifteen additional locomotives and the order has been placed with the American Locomotive Works in Schenectady, N. Y. The new engines are to be what is known as the consolidation locomotives and will be fitted with the latest improvements. The drawings have been completed and the locomotives will be built at the branch shops of the Schenectady Locomotive Works at Richmond, Va. It

will require about three months time to have these engines ready for delivery. The consolidation locomotives are of the kind used on many of the Eastern railroads as well as in the Western country and are regarded as of the best built at the present time. These new engines are additional to the twelve Mallett and eight Pacific Type engines purchased a few months ago.

The May Street industrial tracks of the Kansas City Southern Railway in Kansas City, Mo., now under construction, are steep in grade and have short curves, which an ordinary freight locomotive could not surmount. In order to meet these unusual conditions an engine of a type unusual in this section of the country has been provided. The engine ordered will be an oil burner and is of the Shay type manufactured in Lima, Ohio. This type of engine is extensively used in the mountainous districts where steep gradients and short curves are prevalent. The Shay engine differs from ordinary engines in that it is built with three verticle cylinders, just in front of the fire box. These are geared by a crank shaft and universal joints to twelve small drive wheels and the tender wheels. Each wheel is cogged. These meet similar cogs on the crank shaft and the power is evenly distributed. The cylinders are eighteen by twenty inches in dimension and the driver wheels are four in diameter. The front or pony trucks turn as do the front trucks of a street car, and the tender, though it cannot be uncoupled from the engine, likewise turns. This will allow the locomotive to take a turn of sixty degrees. This engine will be sixty-one feet in length over all and will weigh one hundred and fifty tons.

RE-ICING PERISHABLE FREIGHT.

Very few people have any conception of the labor involved incident to the safe transportation of perishable freight. Many million pounds of ice are used for the preservation of meats, fruits, vegetables, oysters and fish, which otherwise would reach destination in a worthless condition. All such cars are iced when they are loaded or before loading, but long before destination is reached, the ice supply on each car must be replenished, not only once, but often several times, and with from 7,000 to 15,000 cars moving at the height of the fruit shipping season, the re-icing of these cars is no small undertaking. All railroads

handling perishable freight have re-icing stations and during the fruit season they are places of unusual activity. Icing and re-icing goes on every day in the year, but reaches its maximum activity when the peach crop is ready for shipment. At that period every ice factory on the line and within a moderate distance is called upon for ice which is concentrated at the re-icing stations.

The Kansas City Southern Railway handles from 8,000 to 10,000 carloads of perishable freight each year and other lines handle similar quantities. Texarkana, Ark.-Tex., is probably the largest re-icing station on the Kansas City Southern Railway, because most of the early fruits and vegetables from eastern and southern Texas pass through this station. Up to August 17th, 8,742 carloads of fruit, more than one-third of these containing peaches, were handled and re-iced at Texarkana. All these shipments came from Texas points and do not include Louisiana shipments. The total shipments for the year of perishable freight going north and south will probably be from ten to fifteen thousand carloads, all of which are re-iced at this point. The average cost of re-icing a car is said to be in the neighborhood of \$8.00, and this would indicate an expenditure of about \$70,000 for re-icing the 8,742 cars of fruit handled up to August 17th.

Ice is manufactured at Port Arthur and Beaumont, Tex.; Lake Charles, De Ridder, Leesville, Mansfield and Shreveport, La.; Texarkana, Ark.-Tex.; Mena, De Queen, Fort Smith, Siloam Springs, Ark.; Poteau and Sallisaw, Okla.; Neosho, Joplin and Kansas City, Mo., and Pittsburg, Kans. The initial or first icing of cars takes place at many of these points, and from 8,000 to 10,000 pounds of ice are used per car. The stations on the K. C. S. Ry. exclusive of Texarkana, where cars are re-iced, are Pittsburg, Kans.; Neosho, Mo.; Stilwell, Okla.; Shreveport, La., where large supplies of ice are assembled in the fruit shipping season.

Pittsburg, Kans., is an important re-icing station. It has ample ice-making facilities and can furnish all the ice required at all times.

The Southern and the ice company have a contract which provides that all cars can be iced as they pass through here. While this contract provides for the icing of cars from one year's end to another, the fruit season calls for the busiest time at the plant. Meat cars are iced in the winter the same as in the summer. Cars loaded with lard and other packing house

goods are also applicants at the icing station here daily, but from the time the berry season opens until it closes, the season for the ice man is a busy one and since the season opened this year, forty cars for icing and re-icing is the average daily call at the station here. The amount used runs all the way from 1,000 to 9,000 pounds for each car. Many times cars are run to Pittsburg for the first icing, and in such cases they require 9,000 pounds and they are then run on south to the berry fields and on their return are applicants for re-icing. Cars have been hurried to the Pittsburg station and it was kept busy night and day filling cars in trains having all the way from 25 to 35 cars. But the task of icing cars is not a long one by any means with the modern methods used at this station. From 1½ minutes to a little better is all that is needed to ice a car. The cars are run into the icing docks by a switch engine, and the capacity of the dock is fourteen cars. They are hardly allowed to stop rolling as they are supplied with ice, and they are iced faster than any switch engine has yet been able to get them into the dock. It requires about three minutes for the initial icing of a car.

All freight of a perishable nature from Texarkana north is iced at Stilwell, Okla., and Pittsburg. Southbound, Pittsburg is the first icing station south of Kansas City.

To the uninitiated the re-icing of cars does not look like much trouble except to those who are directly connected with the task, but the employees of the freight department are burdened with it in many ways, all of which shows the amount of red tape that is required to run a railroad. In the first place, a copy of the way bill of every car re-iced must be entered in the office permanent record, and then checked back against the ice record. Then that is waybilled on the station waybill and charges rendered against the various refrigerator companies. All of these accounts must be handled about ten times.

Re-icing charges are made in accordance with the rates furnished by an inter-state commerce order. All meats to Louisiana, Oklahoma and Texas points from Kansas City are charged for at the rate of \$2.50 per car; to Mississippi points, \$2 and to points in Arkansas, \$4. On fruit from all points the rate is \$4 per car. The re-icing of cars is a handicap to those who ship perishable goods and the cost is sometimes more than the price of the goods in the market.

CARS ARE MISTREATED.**Passengers Have Little Respect For the Train Furniture.**

Only those who are familiar with the work know of the number of different kinds of repairs that the coach carpenters, painters and upholsterers are called upon to do. The finished workmen on coaches must be from the best wood workers and on the trucks, he must know his business and the painters and upholsterers must be familiar with their trade, too. When a coach reaches the shops for a general overhauling, it means that the trackmen, the wood worker, and the painter, as well as the glazier and upholsterer, must all have a turn at it. Wrecks produce bad order coaches but it is claimed that more of them come in because of bad usage on the part of passengers than from any other cause.

"If passengers would take the same care of a coach while riding a train as they do of their own furniture at home the damage done by them would be at the minimum," an official said. "There are many ways where a passenger can mar a coach and start it on the road to the shop for repairs and a general overhauling, and while it does not get there on one mar it does in time from others. It is not generally known that there are passengers who think nothing of sticking a knife in a cushioned seat in the coaches and giving it a rip which causes the damaged property to be sent in to the upholstering department for mending. Whether these passengers do the damage unthoughtedly or not is a question with the railroad companies but they do it just the same. The same class of travelers will mar the woodwork of the coach in one way or another, and in time the coach is sent in for repairs and for what is generally known as a general overhauling. It is not an unusual sight on a passenger train to see a traveler perhaps cracking nuts on the arm of a seat or on a window sill, or perhaps with an open knife blade scraping the blade along the seat arm, razor style. If an employee did the same thing he would get ten days or get fined. There are a hundred ways that coaches may be marred, but these are a few of them."

UPHOLSTERING SHOP A MODEL.**All of This Work for the Southern is Done in Pittsburg.**

One of the important departments at the Kansas City Southern shops and one of which the company is proud is the upholstering department. It is credited with being one of the most convenient and complete owned by any railroad company in the West. The upholstering rooms proper are located away from the cleaning rooms and are as clean and neat as a parlor or dry goods store. The department is in charge of J. H. Witachek, who has been with the company for the past twelve years. He is a finished workman and if there is anything he does not know about his trade it has never been adopted or invented. The Pittsburg department does all of the work for the entire Southern system from Port Arthur to Kansas City and all of the side stations and branches. The department is located in the northwest corner of the coach shop and is away from the dust and dirt. The arrangement of the entire department impresses one with its convenience for the workmen as well as the preserving of the material used in the business. Dust-proof racks are used for the storage of new coach cushions after they have been made ready for service and there is always a good supply on hand in all colors found in railroad coaches. In another large enclosed case are stored the moss and hair used in the making of cushions for coaches and not only are coach cushions made here but all of the cushions used by the company in its offices, of every description, and cushions for engines, cabooses, and in fact all sorts of places. In another enclosed case are found the plush, oil cloths, braid, thread, etc., in regular order and as neatly kept as if they were on a store shelf in a dry goods store. The machinery used is of the durable kind and is kept in good working order at all times.

The cleaning room is where the visitor gets his impression of the sanitary rules practiced by the railroad company. This is where all old cushions are taken to be cleaned and renovated by a process that positively destroys any germs or microbes if there are any in the old cushions when they are brought in to the shop. After everything else is done with them, the process of cleaning is not completed until they have passed through the compressed

air cleaner which has a pressure away up in the figures in pounds. The hair and moss and remnants of an old cushion are finished up by running them through what is known as a hair picker in which compressed air is used.

The hair and moss for cushions are procured in their raw state. The hair comes from the packing houses while the moss is gathered from the branches of trees in the swamps in the southland and in the collecting of this material there are regular pickers who visit the swamps daily gathering moss to be furnished the upholstering shops all over the country. Moss grows like any other crop, it is stated, and if one season's crop is picked, more will grow and be ready for the next season. The hair is more easily obtained and does not cost so very much by the ton, as the packing houses all over the country are glad to get rid of it as quickly as possible after it has accumulated. In its raw state this material is put through a process of cleaning similar to that explained above and then thoroughly fumigated ready to be made up.

So nearly perfect in arrangement is the upholstering department of the Southern railroad company that some of the other roads have adopted its style and makeup.

CO-OPERATIVE SAFETY CONGRESS.

Destruction of Life by Railroads is Very Much Greater Than the Wages of War.

(By International News Service.)

Milwaukee, Wis., Oct. 2.—The first co-operative safety congress held in the United States convened at the Pfister hotel today with an attendance of more than 150 of the most prominent safety experts in the country.

"The wages of war pale into insignificance before the silent indications of the destruction of human life accompanying the peaceful operation of railroads," declared Commissioner McChord of the Interstate Commerce Commission, in a written address.

"The statistics of the past twenty-four years show that 188,037 persons were killed and 1,395,618 were injured in railroad accidents. In other words an average of 7,835 persons were killed each year, and

when brought down to a day, every twenty-four hours, 181 persons were killed just as regularly as clockwork. Of the number killed, 53 per cent were trespassers, and of the injured, 66 per cent were trespassers.

"The greater number of harrowing railroad accidents are due to error, dispatchers going wrong, operators failing to copy orders correctly and conductors and engineers becoming careless."

The "Safety First" Movement.

The movement for the better conservation of life and limb, among railway employees, and the protection of the traveling public, received a great impetus in the "Safety First" convention held in the great convention hall in Kansas City during the month of August. From twelve to thirteen thousand attended this great meeting and the objects to be attained, the greater personal safety for all persons traveling on or operating railways, was made clear and understood. Those who attended this great meeting carried home with them clear ideas as to how to eliminate many personal risks incident to their calling, and beyond question the attendance at this meeting will bear good fruit. The management of the various railways are earnestly promoting this movement, by revising their train and shop rules, and by eliminating wherever found the causes that might lead to personal injury, and the hearty co-operation of the employees to this end has been requested. Bulletins are issued from time to time calling attention to pernicious practices, carelessness involving personal risk, and inviting criticism of equipment and shop facilities, so that faulty appliances, or the wrong way of using such appliances may be found and abolished.

Railway Accidents.

The accident bulletin of the Interstate Commerce Commission for the first quarter of the year 1912 records the largest number of railway casualties and the greatest amount of financial loss that has been reported since the quarter ended September 30, 1907.

There were many collisions and derailments, the number of the latter showing an increase of more than 57 per cent over the preceding quarter. The commission directs especial attention to the fact that de-

fects of roadway and defects of equipment together caused nearly 75 per cent of the total number of derailments for the quarter. A good many of the roads, it would appear, might do something to reduce the casualty list by devoting closer attention to the condition of their tracks and their rolling stock.

The total loss of life for the quarter was 2,481, and the number of persons injured was 43,475. In all classes of accidents seventy-one passengers were killed. As usual there was heavy mortality due to "trespassing." Nearly half the entire number of persons killed are described as trespassers. The other and "bigger half" are railroad employes. Obviously the organizing-for-safety movement which has been started by some of the roads should be adopted by all of them. That will be of small avail, however, on those railways where there is neglect in the momentous matter of keeping tracks and cars in good condition.

Sante Fe Issues Bulletins for Employees.

If there is one thing the Santa Fe railroad company prides itself on more than another, it is the Safety First rules that are issued to the employees and the interest the employees take in the rules. Incidents of where some employees were not following the Safety First slogan and came to grief for not doing so are bulletined. The latest that has been sent out show how easy it is to create dire disaster by not thinking of Safety First. Here are the incidents:

One man sitting in a locomotive cab with a train filled with passengers behind him, struck a cloud burst a few Sundays ago. The rain poured down like a waterfall and the engineer plowed into it at thirty miles an hour—until he drove into a washout. He died and six with him. Another, not many miles away, encountered a storm along about the same day. He expected to find a bridge, but it was not there. He and four more died of that mistake and six were seriously injured.

"Another engineer about three weeks afterwards, drove into a storm area with a long train loaded with passengers behind him. He remembered a dangerous river crossing but before he reached it, he stopped in a blinding rain. The brakeman went ahead up the track to make sure. The bridge was not there and the stream was a seething, rushing torrent of water. His train was late because he took his time to be cautious, but it was not as late as eternity.

Many Ways to Be Killed.

"There are a million and one ways for a railroad man to be killed and it is difficult to tell, if he is to be killed at all, which one of these ways will get him first," remarked a trainman yesterday afternoon while talking of the death of Engineer O'Connell, under his engine. "He may be watching to catch it one way when something will happen that he had never thought of and its all over with him. If he had been told that some day that very thing would get him, he would laugh, perhaps and say that it never could happen. Railroad men are killed in so many different ways that there is nothing for any of them to do, only be careful, and the most careful of them get it sometimes. I knew a man once who said that he would never be caught by a bad ladder unless the company would pay for it. He meant that he would sue the company. He told that he always watches the ladder of a car when he started to climb it. One day he caught onto his train as it was leaving a town in Texas. The train had end ladders. He started up on one of them and a rung pulled and he was thrown down under the wheels and he never knew what hurt him. Texas laws are favorable to the railroad men and strong against the railroads in a case of an accident to one of their men, and his wife was paid \$30,000 by the company which carried out his thought that it would have to pay for a bad ladder. But then, when one thinks about it, railroading is no more dangerous than many other callings, and in fact not as dangerous as many of them."

Trespassing Costs Loss of Many Lives.

A few days ago a citizen of Del Rio and his little boy were killed by a railroad train while they stood on a bridge looking at the water rushing over a dam below. They had been walking for pleasure and stopped on the bridge, which is not far from a curve. The noise of the rushing waters prevented them from hearing the train and the curve prevented the locomotive engineer from seeing them until it was too late.

The incident recalls a statement by Brown F. Lee of San Angelo, recently published in the Texas press. Mr. Lee cites figures showing that 130 out of 279 persons killed by Texas railroad trains last year were trespassers, and that 49,113 trespassers were killed in the United States, being 76 per cent of all killed in the operation of railroad trains during a ten-year period.

As he suggests, something ought to be done to stop the trespassing upon railroads. Human life is too valuable to be sacrificed by carelessness. Besides, there is an element of rank injustice in requiring a railway company to pay damages for injuries to persons who have no right to be upon its tracks.

The law wisely provides for the protection of railway employes and passengers by requiring elaborate and multiplied safety devices. It does so for the conservation of human life and for the preservation of the happiness of relatives and friends. It should also devise some methods for at least minimizing deaths and injuries to trespassers.

A railroad track should not be used as a footpath or a promenade.

Railroad corporations manage to keep live stock off their right-of-way by fences and stock guards, but these do not deter human trespassers who move at will upon any railroad track that lies in the direction of their journey.

Crossing railroads upon the public highways, which is necessary, causes many deaths and injuries which it is impossible to prevent. But trespassing beyond the highway ought to be prohibited by law with penalties sufficient to restrain the person of average intelligence.

Sound public policy in the protection of human life and simple justice to the railway corporations calls for some legislative effort to arrest the decade harvest of 49,113 trespassers upon railway tracks. That number of persons represents a small city and several million dollars a year in productive energy, not to mention the homes sorrowed, the women widowed and the children orphaned.

Advice Railroad Man Should Not, But Does Often Need.

Don't.—Any employe detailed to make repairs to a locomotive or tender should use every precaution in the handling of the necessary jacks and tools in making such repairs to avoid personal injury, and should also repeatedly caution his helper to take every precaution to avoid personal injury. Boiler washers must assure themselves of the fact that no employe is underneath the locomotive or around same before belly plugs or blow-off cocks are opened to blow the boiler off or for wash-out.

Don't allow your sleeves to "bag" nor

your jacket to be open when oiling shafts, or loosening pulleys, or working around the machinery.

Don't move an engine without first looking around both sides and underneath; somebody may be working around it.

Don't move a reverse lever, whether engine is under steam or not, without first seeing whether anybody is around the parts that may be set in motion by the reverse lever.

Don't take up a steam chest or remove a cylinder head when an engine is under steam pressure, without having both cylinder and cocks and relief valve open.

Don't remove pop valves or any of the valves in the cab without first opening the whistle valve to let out any air or steam that may not be indicated by the gauge.

Don't go under an engine without first seeing that the wheels are blocked for both directions.

Don't leave an engine standing without blocking the wheels.

Don't supply air brakes on an engine in the roundhouse without first seeing that no one is working around the engine, brake rigging or tank.

Don't jack up an engine with a jack that was not made for such a load.

Don't jack heavy weights without a good block under the jack; see that jacks are on a good solid surface.

Don't put a strain on a spring puller until you are sure it will not slip, for, if the puller should slip when the gib is out, somebody is liable to be injured.

Don't disconnect rods when steam is up unless relief valves or cylinder cock valves are open. The throttle may leak enough to move the piston and the crosshead, and the hands may be caught.—Rio Grande Employes' Magazine.

Car Repairers Are Admonished Not to Do Some Things.

Many "don't's" have been suggested to the car repairers and rip track men from the foreman's office, and if they are followed out they will be a great thing in a saving way.

Don't start to work beneath a car until you have assured yourself that the track is protected by a locked switch.

Don't be bashful in calling your foreman's attention to defective jacks; a defective jack is dangerous. Don't use it.

Don't throw old lumber around in a careless manner with nails protruding or sticking up.

Don't do only the work that is stipulated on the bad order card. One of the first acts to a car placed on a repair track should be a general inspection.

Don't neglect to set up and test the brakes on every car you work; also all grab irons and hand-holds.

Don't enter center pins with your hands, use bars.

Don't attempt to locate rough or cut journals with your hands—use the packing hook.

Don't neglect to give the car you are working on the closest attention in the inspection, testing and repairing of couplers and their attachments. Remember the car you are working on is soon to be handled by some switchman and you would not want to see a fellow worker and a bread-winner crippled through your carelessness in your work, would you?

Don't put a weak piece of timber in a job thinking it will go. But it is the worst thing you can do, for this thing of using a weak piece of timber, thinking it will go, has caused more trouble than almost anything else.

Employees Get Suggestions for Safety From Company.

It has been said that there is no more danger working in the different departments of railroad shops than in the train service of any railroad line in the country. Several suggestions have been made from time to time to the employees by the foremen of the shops, in order to obviate as much as possible any danger that may come up. Several suggestions are handed to the employees of the Southern shops at every point on its line where shops are located, and if followed up, will minimize the danger in a great measure. Some of them are:

"In planing a heavy piece of timber, it is safe to use a machine guard, so that the knives are not exposed.

"The way hands are torn off on joiners is by holding a small piece of timber with the hand and not using a guard.

"When a wheel starts to fall and you are

at the side, it might catch the foot before you can get out of reach of it.

"Always stand behind a wheel when rolling it, then if it falls, you stand a chance of keeping out of its way.

"Swinging fireboxes with one chain is dangerous. Should it slip, it might strike any one before they could get out of the way, as it might roll over as they sometimes do when they fall.

"With the work securely fastened it cannot revolve with the drill and strike the operator.

"It is easy to catch the clothing with a dog while filing bolts if the proper precaution isn't taken."

"The most dangerous part of the work around a planer is getting between the work and the machine head in place of going around the machine.

"Never stop in front of a man when he is using a hand or air hammer, for you are liable to get hit by flying chips and some times this is serious.

"When boilermakers are knocking rivet heads off of a firebox, they should be careful that there are no men beneath them working.

"When operating a revolving machine the operator should watch and see that his clothing is not caught in the machinery. It is dangerous almost every time.

"When knocking old rod brass, never stand with one foot too far under the rod, for the brass turns loose too sudden to jerk the foot out of the way of the falling brass."

DANGER, COW ON THE TRACK!

Members of Parliament Saw an Obstacle to the Locomotive.

When George Stephenson, the celebrated Scotch engineer, had completed his model of a locomotive, he appeared before a committee of the British Parliament and asked the attention and support of that body. The grave M. P.s, looking sneeringly at the great mechanic's invention, asked:

"So you have made a carriage to run only by steam, have you?"

"Yes, my lords."

"And you expect your carriage to run on parallel rails, so that it can't get off, do you?"

"Yes, my lords."

"Well, now, Mr. Stephenson, let us show you how absurd your claim is. Suppose when your carriage is running upon these rails at the rate of twenty or thirty miles an hour, if you're extravagant enough to even suppose such a thing is possible, a cow should get in its way. You can't turn out for her—what then?"

"Then 'twill be bad for the coo, my lords!"

LAND AND REAL ESTATE AGENTS ALONG THE KANSAS CITY SOUTHERN RY.

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

Allene, Ark.—Allene Real Estate Co.
Amoret, Mo.—C. H. Hutchins.
Amoret, Mo.—Chas. R. Bowman.
Amsterdam, Mo.—O. H. Lawrence.
Anderson, Mo.—Dunn & Chambliss.
Anderson, Mo.—Geo. W. Mitchell.
Ashdown, Ark.—Southern Realty & Trust Co.

Atlanta, Tex.—Westbroke & Willoughby.
Ballard, Okla.—Ballard Real Estate Co.
Beaumont, Tex.—Bevil & Quinn.
Beaumont, Tex.—Bryan & Vaucheleat.
Beaumont, Tex.—Helsig & Smelker.
Beaumont, Tex.—Junker & Edwards.
Beaumont, Tex.—Theodore Helsig.
Beaumont, Tex.—Oswald Realty Co.
Beaumont, Tex.—Henry & Weaver.
Beaumont, Tex.—Jno. M. Lowrey.
Beaumont, Tex.—W. A. & W. W. Ward.
Beaumont, Tex.—Lloyd M. Blanchette.
Beaumont, Tex.—Wilson & Featherstone.
Benson, La.—A. M. Hale.
Benson, La.—Walter Nolan.
Benson, La.—D. H. Sebastian.
Benson, La.—Southwestern Development & Investment Co., 330 Midland Building, Kansas City, Mo.

Bentonville, Ark.—C. R. Craig.
Blanchard, La.—J. F. White.
Bloomburg, Tex.—J. M. Jones.
Carson, La.—C. P. Fullington, Commerce Bldg., Kansas City, Mo.
Converse, La.—G. I. Paul.
Cove, Ark.—W. J. Barton.
Cove, Ark.—C. H. Wing, 851 N. Y. Life Bldg., Kansas City, Mo.

Cove, Ark.—A. M. Parker.
Decatur, Ark.—Fleming & Weaver.
Decatur, Ark.—Collins & Hunsaker.
De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
De Queen, Ark.—H. C. Towson.
De Queen, Ark.—Garrison & Co.
De Queen, Ark.—W. R. Sossamon.
De Queen, Ark.—Carlton & White.
De Queen, Ark.—Lewis W. Osborne.
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De Queen, Ark.—E. D. Stewart.
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De Quincy, La.—O. T. Maxwell.
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De Quincy, La.—Matt Lilleburg.
De Ridder, La.—Frank W. Howard.
De Ridder, La.—J. E. McMahon.
De Ridder, La.—Robert Jones.
De Ridder, La.—De Ridder Realty and Collecting Agency.

De Ridder, La.—J. W. Tooke.
Drexel, Mo.—Dupue & Hill.
Drexel, Mo.—J. B. Wilson.
Drexel, Mo.—W. P. Jones.
Eagleton, Ark.—F. W. Blanchard.
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Fisher, La.—Louisiana Long Leaf Lumber Co.
Fort Smith, Ark.—C. W. L. Armour.
Fort Smith, Ark.—Kelly Trust Co.
Fort Smith, Ark.—Fort Smith Bank & Trust Co.

Fort Smith, Ark.—Arkansas Valley Trust Co.
Fort Smith, Ark.—W. H. Marshall.
Fort Smith, Ark.—R. R. Cravens.
Fort Smith, Ark.—Reutzel & Trusty.
Fort Smith, Ark.—Lee & Robinson.
Fort Smith, Ark.—J. L. Lavenne.
Fort Smith, Ark.—Rogers & Young.
Fort Smith, Ark.—Dawson-Thomas Real Estate Co.
Fort Smith, Ark.—Charles P. Yaden.

Fort Smith, Ark.—Lyman Real Estate Co.
Frierson, La.—The Frierson Co., Ltd.
Gentry, Ark.—Gentry Realty Co.
Gentry, Ark.—Griffin & Wasson.
Gentry, Ark.—Lowell Realty Co.
Gentry, Ark.—John Landgraf.
Gentry, Ark.—Star Land Company.
Grillham, Ark.—Sinclair & Roberson.
Goodman, Mo.—T. W. Roberts & Co.
Goodman, Mo.—J. O. Pogue.
Goodman, Mo.—G. W. Whited.
Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.

Grandview, Mo.—W. M. Dyer.
Granniss, Ark.—E. H. Poe.
Granniss, Ark.—Hogan, Coyle & Tolle.
Granniss, Ark.—John P. Logan.
Gravette, Ark.—D. Carter.
Gravette, Ark.—Stokes-Stowell Land Co.
Gravette, Ark.—J. T. Oswalt.
Gravette, Ark.—Wm. Fraser.
Gravette, Ark.—W. Haustin.

Hatfield, Ark.—Arnold & Trigg.
Hatton, Ark.—N. L. Harvey.
Heavener, Okla.—Yandel & Steward.
Heavener, Okla.—W. F. Colnon.
Heavener, Okla.—Wilson & Layne.
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Horatio, Ark.—Porter Land Co.
Horatio, Ark.—Elberta Land Co.
Hornbeck, La.—L. D. Woosley.

Hornbeck, La.—D. B. Pate.
Howe, Okla.—John Begley.
Howe, Okla.—C. E. McCartney.
Howe, Okla.—State Bank & Trust Co.
Hume, Mo.—H. C. Curtis.
Hume, Mo.—Wayts & Beadles.
Jaudon, Mo.—E. S. Harrison.
Joplin, Mo.—McDonald Land & Mining Co.
Joplin, Mo.—Marion Staples.

Joplin, Mo.—File & Perry.
Joplin, Mo.—Conqueror Trust Co.
Joplin, Mo.—S. H. & Roy E. Stephens.
Joplin, Mo.—St. Paul Mining Co.
Joplin, Mo.—W. H. Dalton.
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Lake Charles, La.—R. L. Coleman.

Lake Charles, La.—H. F. Von Phil.
Lake Charles, La.—Leon & E. A. Chavanne.
Lake Charles, La.—H. M. Chitwood.
Lake Charles, La.—W. K. Banker.
Lake Charles, La.—O. S. Dolby.
Lake Charles, La.—J. B. Watkins.
Lake Charles, La.—Hammond & Wentz.
Lake Charles, La.—C. S. Nabors.
Lanagan, Mo.—C. R. Wortham.

Lanagan, Mo.—Frank B. Dolson, 202 Commerce Bldg., Kansas City, Mo.
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Leesville, La.—McFarland & Wintle.
Leesville, La.—Lee McAlpin.
Leesville, La.—Hicks Abstract & Realty Co.
Leesville, La.—Thos. C. Wingate.

Lockesburg, Ark.—A. Rawlins.
Lockesburg, Ark.—G. A. Nail.
Mansfield, Ark.—Fred Britton.
Mansfield, La.—McCartier & Whiting.
Marble City, Okla.—Barry Dotson.
Mena, Ark.—Dennis, Kelly & Stratton.
Mena, Ark.—John H. Hamilton.

Mena, Ark.—J. H. Allen.
Mena, Ark.—Homeseekers' Information Bureau.
Mena, Ark.—Hartman & Stevenson.
Mena, Ark.—J. L. Horner.
Mena, Ark.—Fred Van Wagner.
Mena, Ark.—J. H. Naylor.
Mena, Ark.—M. B. Legate.
Mena, Ark.—W. A. Ragland.
Merwin, Mo.—C. H. Stipp.

Merwin, Mo.—H. E. Long.
 Mineral, Ark.—H. H. Lovell.
 Neosho, Mo.—S. L. Davis.
 Neosho, Mo.—R. B. Rudy.
 Neosho, Mo.—Beeler & Beeler.
 Neosho, Mo.—Bennett & Banks Fruit Land Co.
 Noel, Mo.—H. C. Alexander.
 Panama, Okla.—W. D. Massey & Son.
 Panama, Okla.—T. W. Sprinkel.
 Pittsburg, Kan.—J. C. Armstrong.
 Pittsburg, Kan.—H. M. Scott.
 Pittsburg, Kan.—Moore & Cropper.
 Pickering, La.—J. D. La Brie, Keith & Perry Bldg., Kansas City, Mo.
 Port Arthur, Tex.—Port Arthur Land, Co.
 Poteau, Okla.—R. E. Patrick.
 Poteau, Okla.—Tom Wall.
 Poteau, Okla.—Wyley Lowrey.
 Poteau, Okla.—W. H. Harrison.
 Poteau, Okla.—Poteau Valley Realty Co., F. W. Bird, Mgr.
 Poteau, Okla.—A. H. Crouthamel.
 Poteau, Okla.—W. C. Beesley.
 Poteau, Okla.—A. E. Deason.
 Rich Mountain, Ark.—T. W. Blanchard.
 Sallisaw, Okla.—Sallisaw Realty Co.
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 Shreveport, La.—J. G. Hester, 512 Market St.
 Shreveport, La.—Queensboro Land Co.
 Shreveport, La.—S. B. Simon.
 Shreveport, La.—T. L. Hammett.
 Shreveport, La.—G. E. Gilmer, 213 Milam St.
 Shreveport, La.—Walter H. Polk.
 Shreveport, La.—La. R. E. & Develop. Co.
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 Shreveport, La.—Ragsdale R. E. Exchange.
 Shreveport, La.—Emery Bros.
 Shreveport, La.—L. C. Bulkley, 12 Simon Bldg.
 Shreveport, La.—Willis A. Adams, 105 Majestic Bldg.
 Shreveport, La.—Brooks & Mason Realty Co., 211 Com. Nat'l Bank Bldg.
 Shreveport, La.—F. M. Bates.
 Shreveport, La.—Southern Realty Co.
 Siloam Springs, Ark.—Bank of Commerce.
 Siloam Springs, Ark.—Shannon Realty Co.
 Siloam Springs, Ark.—Dunlap & Sons.
 Siloam Springs, Ark.—L. P. Moss.
 Siloam Springs, Ark.—J. A. Petty.
 Siloam Springs, Ark.—Oklahoma Realty Co.
 Siloam Springs, Ark.—J. R. Brockman.
 Siloam Springs, Ark.—Perkins & McReynolds.

South Mansfield, La.—De Soto Industrial Co., J. C. Yarbrough, Secy.
 South Mansfield, La.—South Mansfield Realty Company.
 Spiro, Okla.—Hickman & Harris.
 Spiro, Okla.—G. M. Derryberry.
 Spiro, Okla.—Cassady Real Estate Co.
 Starks, La.—Chas. Batchelor.
 Starks, La.—V. C. Clark.
 Stilwell, Okla.—W. H. Davis.
 Stilwell, Okla.—Blank & Corley.
 Stilwell, Okla.—R. R. McCloud.
 Stilwell, Okla.—Stilwell Land Co.
 Stilwell, Okla.—Joe M. Lynch.
 Stilwell, Okla.—Wyly & Anderson.
 Stotesbury, Mo.—F. B. Croft.
 Stotesbury, Mo.—J. G. Rennie.
 Stotesbury, Mo.—D. A. Beck Realty Co.
 Sulphur Springs, Ark.—S. O. Whaley.
 Texarkana, Ark.—M. C. Wade, 305 State National Bank Bldg.
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 Texarkana, Ark.—Ralph Moore, 122 East Broad St.
 Texarkana, Ark.—Texarkana Trust Co.
 Texarkana, Tex.—F. A. Simonds, 219 Vine St.
 Texarkana, Tex.—W. G. Hancock, Rialto Bldg.
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 Vivian, La.—A. F. Powell.
 Vivian, La.—Bird & Clarkson.
 Waldron, Ark.—Frank Bates.
 Waldron, Ark.—Wilson & Myers.
 West Lake, La.—Locke-Moore & Co.
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 Beaumont, Tex.—Chamber of Commerce, T. W. Larkin, Secy.
 Fort Smith, Ark.—Commercial League, C. W. L. Armour, Secy.
 Gravette, Ark.—Commercial Club, Herb Lewis, Secy.
 Heavener, Okla.—Ten Thousand Club, W. S. Barwick, Secy.
 Howe, Okla.—Commercial Club, H. W. Moreland, Secy.
 Joplin, Mo.—Commercial Club, F. L. Yale, Secy.
 Lake Charles, La.—Progressive League; O. S. Dolby, Secy.
 Leesville, La.—Commercial Club, Geo. H. Schweitzer, Secy.
 Mansfield, La.—Chamber of Commerce, J. M. Rodgers, Secy.
 Mansfield, La.—Bank of Commerce, Ben Johnson, Cashier.
 Many, La.—Sabine Valley Bank, Frank Hunter, Cashier.
 Marble City, Okla.—Marble City Improvement League, C. C. Leslie, Secy.
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 Sallisaw, Okla.—Commercial Club, A. I. Doerr, Secy.
 Shreveport, La.—Chamber of Commerce, E. L. McColgin, Secy.
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 Waldron, Ark.—Scott Co. Development Assn., Frank Bates, Secy.
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C. O. WILLIAMS.....Traveling Passenger Agent
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Little River County

ARKANSAS

For the General Farmer, Stock Raiser and Dairyman

The best all around general farming and stock raising country, with fewer shortcomings and great material advantages, and a greater variety of agricultural resources than any other country west of the Mississippi River is

LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

SOUTHERN REALTY and TRUST COMPANY

W. L. PERKINS, Manager

ASHDOWN, ARK.